FREIGHT TRAFFIC ISSUE

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Should freight rates include the **mileage allowance** for private cars? . . . . . p. 50

October 29, 1962

# RAILWAY AGE WEEKLY

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BEAVER FALLS PA

## The Role of the Traffic Manager in Plant Location

p. 14

## ACF Offers Lighter And Lower Piggyback Flat Car

p. 32

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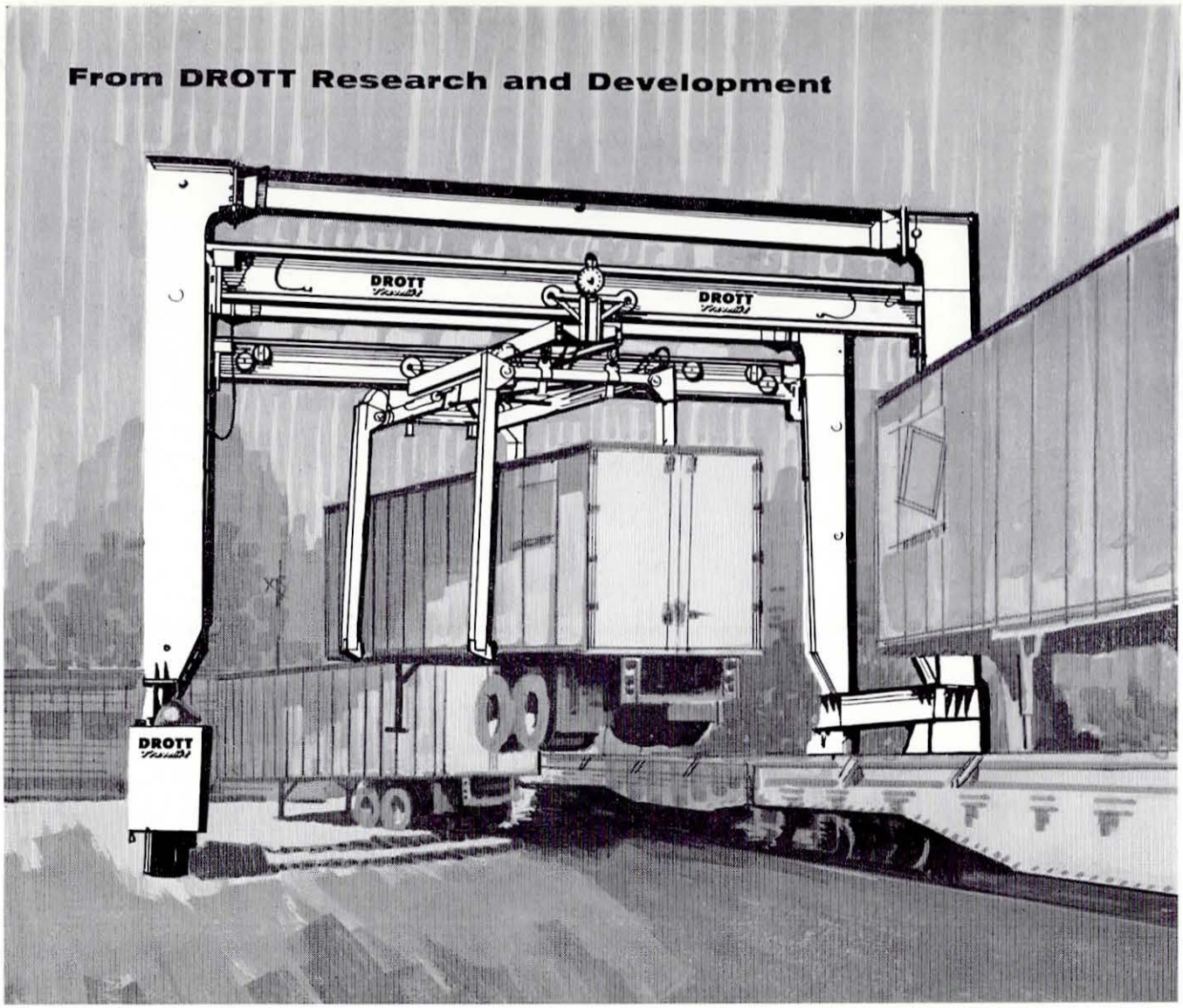


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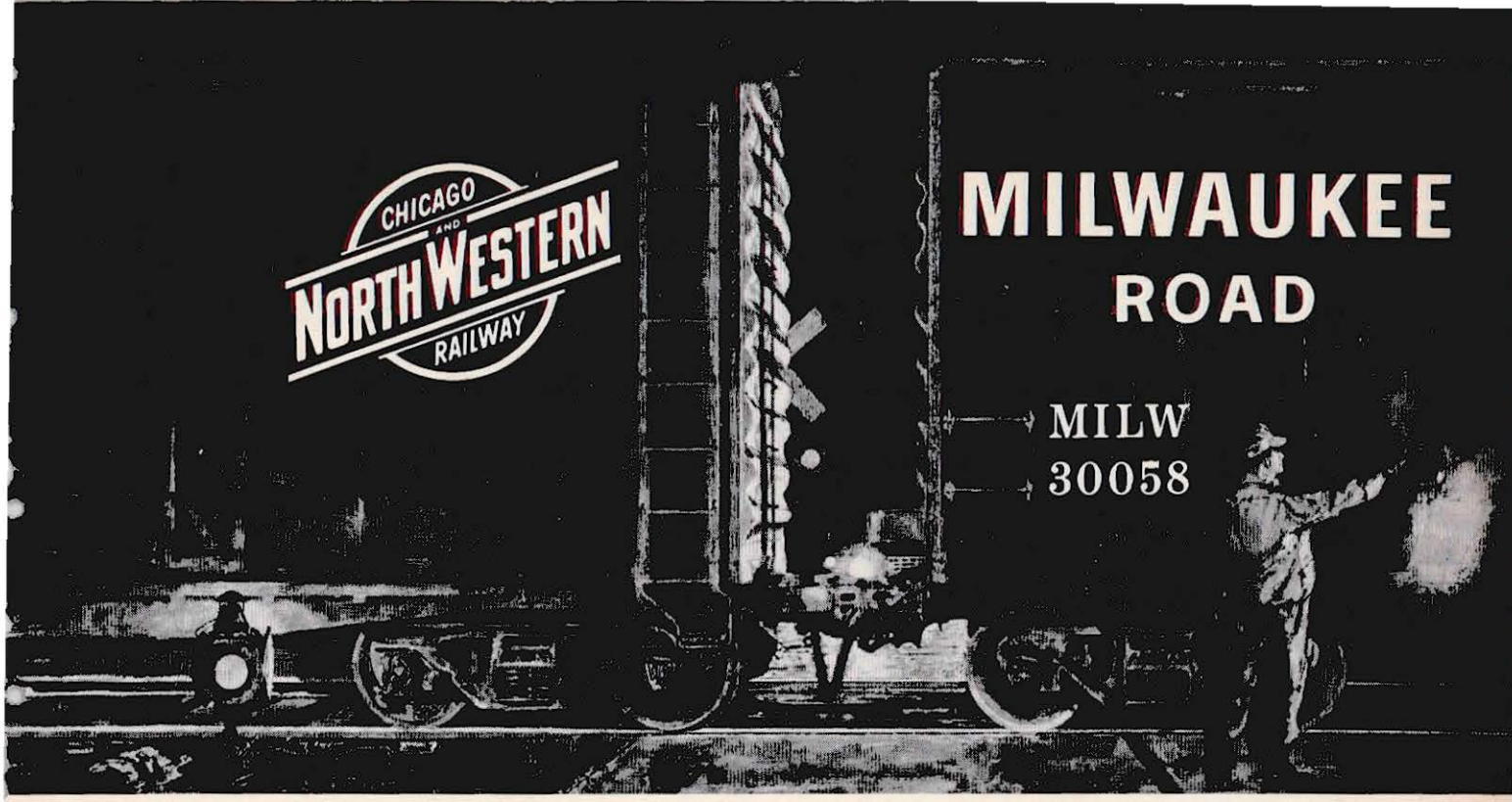


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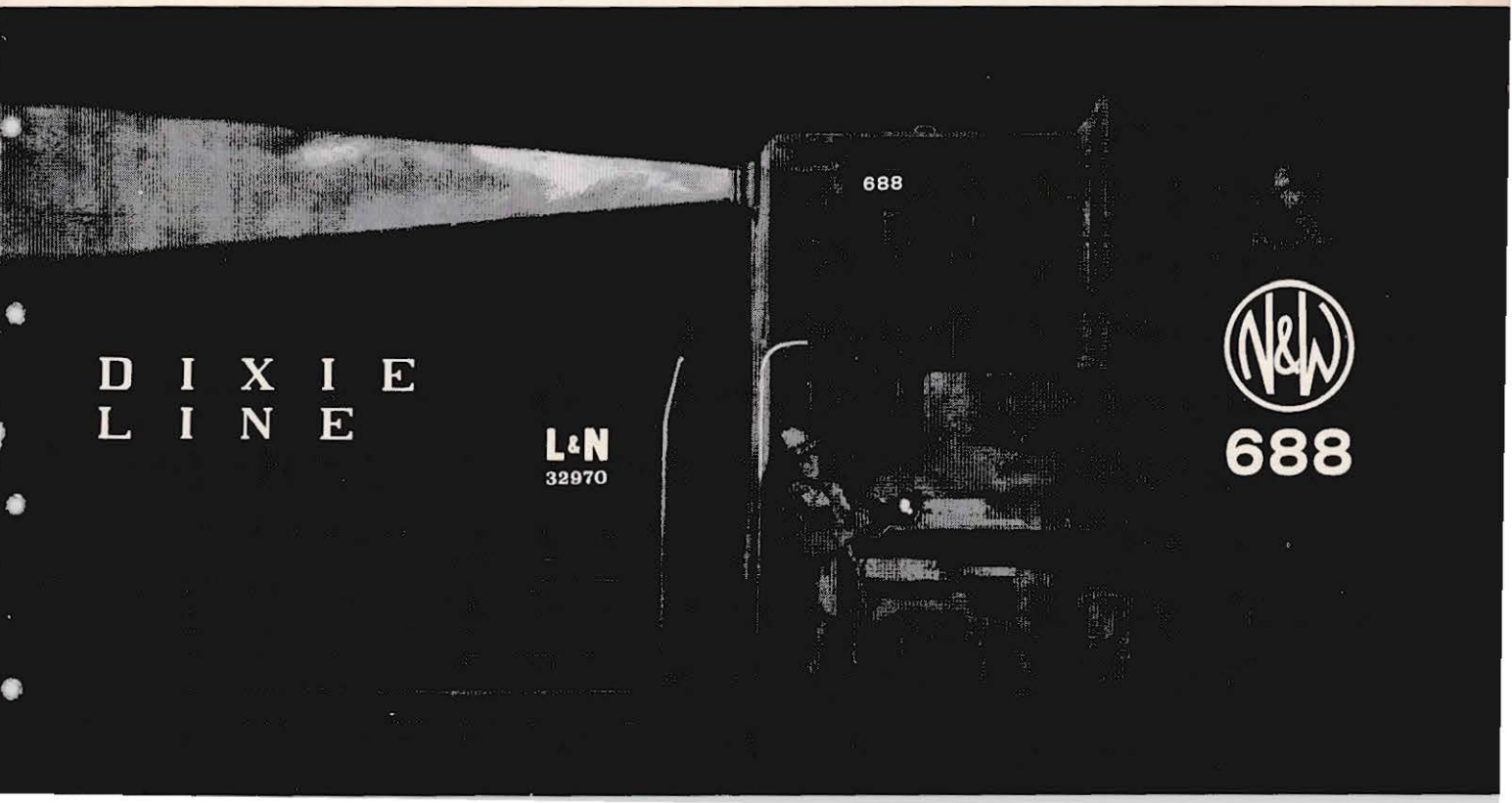

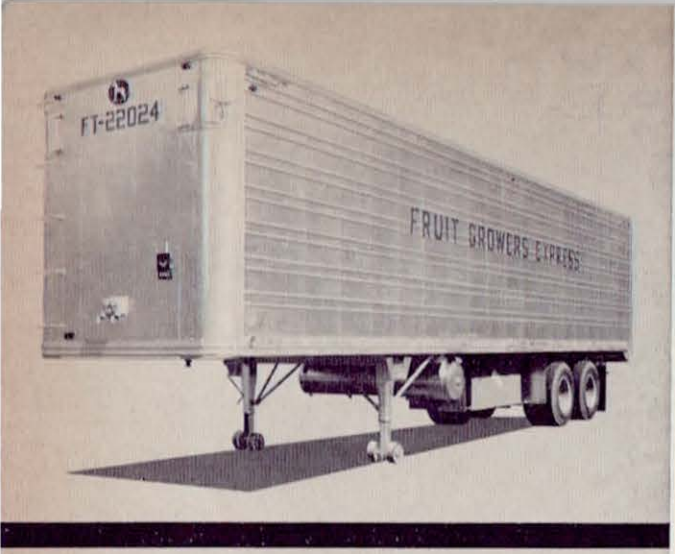

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RAILWAY AGE

WEEK AT A GLANCE

October 29, 1962 • Vol. 153, No. 18

## Cuban crisis: Railroads again fill vital defense role

East, west, north and south, railroads moved swiftly last week to meet emergency transportation requirements created by the Cuban situation .....p.9

## 'Big John' cars unload clean

Two of the 100-ton covered hopper cars, subjected to a movement and unloading test by Continental Grain Corp., came through with flying colors. .....p.13

## Traffic manager's role in plant location

Here's how Griffin Wheel Co.'s traffic manager helped his firm organize a new division for making a cast iron pressure pipe and then locate the producing plant. .....p.14

## C&O opens new TOFC center

The center has improved the supply of trailers and flat cars at C&O piggyback ramps and has permitted handling the same amount of business with fewer trailers. ..... p.31

## ACF offers lower, lighter piggyback car

The new 89-ft car—called Hitch Hiker, Model II—has a deck height of 31½ in. and is said to be the lowest flush deck flat car for TOFC and auto-rack service. .....p.32

## Demurrage — What is its purpose?

Basically, says the author of this study, demurrage is a "penalty" means for increasing the availability of freight cars, thus benefiting shippers and railroads. .....p.46

## Should freight rates include a mileage allowance?

A bare majority of respondents to this month's Traffic Poll approve a suggestion to include in freight rates mileage allowances for private cars—owned or leased. .....p.50

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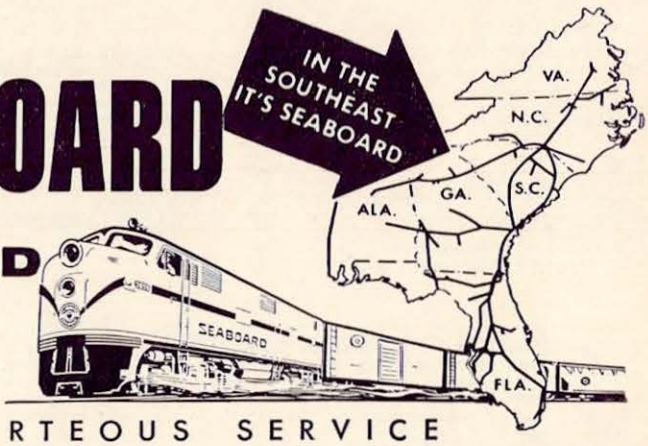


THE ROUTE OF COURTEOUS SERVICE

# WEEK AT A GLANCE

## Communication, signal engineers review 'disaster' recovery plans

In Chicago last week, C & S Section members heard two timely talks—on restoration of operations under attack or disaster conditions .....p.54

## Shopmen seek new job rules

"Farming out" of shop work is a major target of a job-protection drive launched by six mechanical craft unions. .....p.64

## Rail 'turning point' seen in 18 months

During that time, says ICC Commissioner Bush, railroads must match improved government policy with their own initiative and innovation .....p.67

## The Action Page—Webb vetoes JFK program

Commissioner Webb's "first law of political action" would give ailing railroads half an aspirin tablet in lieu of the all-out cure prescribed by President Kennedy. .....p.70

*Short and Significant*

## Volume-type rates on LCL...

may be established by B&O. The road favors a single-agency plan, says Assistant Vice President—Sales W. H. Schmidt, Jr., but no solution will work "without pricing freedom."

## Union Pacific has started road testing...

its experimental direct-fired coal-burning gas turbine-electric locomotive. The 5,000-hp locomotive uses processed coal as fuel.

## Current Statistics

| | |
|---|---|
| **Operating revenues** | |
| 6 mos., 1962 | $4,703,650,132 |
| 6 mos., 1961 | 4,417,470,000 |
| **Operating expenses** | |
| 6 mos., 1962 | 3,713,490,394 |
| 6 mos., 1961 | 3,594,534,970 |
| **Taxes** | |
| 6 mos., 1962 | 531,960,577 |
| 6 mos., 1961 | 482,452,262 |
| **Net railway operating income** | |
| 6 mos., 1962 | 265,495,659 |
| 6 mos., 1961 | 145,845,950 |
| **Net income estimated** | |
| 6 mos., 1962 | 171,000,000 |
| 6 mos., 1961 | 62,000,000 |
| **Carloadings revenue freight** | |
| 42 wks., 1962 | 23,382,629 |
| 42 wk., 1961 | 23,017,301 |
| **Freight cars on order** | |
| Oct. 1, 1962 | 11,064 |
| Oct. 1, 1961 | 10,133 |
| **Freight cars delivered** | |
| 9 mos., 1962 | 29,652 |
| 9 mos., 1961 | 25,186 |
| **Serviceable cars** | |
| Sept. 1, 1962 | 1,437,496 |
| Sept. 1, 1961 | 1,470,420 |
| **Cars awaiting repairs** | |
| Sept. 1, 1962 | 135,257 |
| Sept. 1, 1961 | 153,570 |

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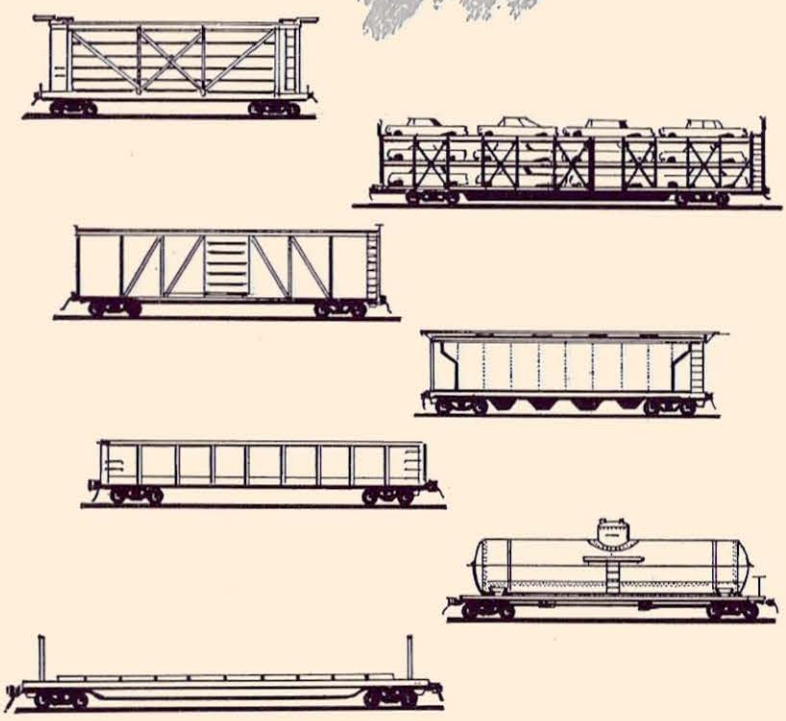

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CUBAN CRISIS: CHALLENGE AND RESPONSE

# Railroads Again Fill Vital Defense Role

Railroads responded swiftly last week to emergency transportation demands created by the darkening crisis over Cuba.

Hours before President Kennedy went before the nation with his somber blockade message, key railroad officers were being routed out of their beds by defense officials. The government wanted extra equipment, fast; the government got it.

Some of the drama of the railroad "alert" was unfolded during ICC hearings on a proposal to consolidate eastern merger cases into a single proceeding. Baltimore & Ohio President Jervis Langdon, Jr., arguing against the proposal, told the hearing on Wednesday, Oct. 24:

"Last Sunday at midnight my telephone rang, and it was the commanding general of a nearby military installation. He woke me up out of a sound sleep, and he was entitled to wake me up. He wanted not Tuesday, Wednesday, Thursday, Friday, next week, next month, but by 6 o'clock the following morning, he wanted equipment on his base, and he wanted a lot of equipment. He apologized that we didn't have more time, but this thing came fast and he wanted action.

"Fortunately, by turning the B&O upside down between the hours of 12 and 6, we got this equipment. But I want to say this: I hope that the B&O is going to be in a position to continue to provide this kind of service, and I don't know any step that this Commission could take not only for the B&O but for the eastern railroad picture, that would assure the kind of railroad service that not only the shipping public but the United States government and the Defense Department is going to require than an affirmative prompt decision in this case." (B&O is involved with Chesapeake & Ohio in an acquisition-of-control proceeding now before the Commission.

A similar call was related by the Pennsylvania's general solicitor, Windsor F. Cousins, who was also arguing against the consolidation-of-cases proposal: "At midnight Sunday, we received an urgent request from the government for both troop and freight trains."

East and west, north and south, similar calls went out to railroads. Santa Fe's vice president—operations, R. D. Shelton, reported the movement of several mixed material and passenger trains in Texas and Colorado. Illinois Central's general superintendent of transportation, W. A. Johnston, Jr., told of requests for equipment and added: "We've given the best we've got."

Officers of railroads most directly involved in the Cuban situation—those serving Florida and adjoining Gulf Coast and Atlantic seaboard areas—were reluctant to discuss in any detail their roles in a military buildup of the Southeast. Most railroad men noted the classified nature of the moves, but one commented that "it would probably be safe to say" that all carriers operating in the area were involved in the Cuban crisis to one extent or another.

(While avoiding direct comment on military moves into Florida, two eastern carriers—the Atlantic Coast Line and the Pennsylvania—reported some drop-off in civilian passenger travel in that direction. "People are scared to go to Florida right now," an ACL spokesman was quoted as saying. Not connected with the immediate Cuban crisis—but well-timed—was Florida East Coast's changing of the name of its "Havana Special" to the "East Coast Special." In an announcement that preceded the Cuba blockade, FEC noted that the old name was "a victim of the international situation"—and besides, it was a misnomer, because the train hadn't run beyond Miami since the overseas extension to Key West was abandoned in 1935.)

There was no immediate confirmation of reports that railroads generally had been alerted to a possible government need for a "substantial" reserve of rolling stock—perhaps 4,000 to 5,000 cars—on short notice. The Association of American Railroads said only that the Military Transportation Section of its Car Service Division was working around-the-clock to help member roads meet government requests that were already in.

At week's end one thing was certain (if there was ever any doubt about it): Railroads, even in the missile age, still have an irreplaceable role to play in national defense.

**'At midnight my telephone rang. The commanding general wanted equipment on his base—a lot of equipment. This thing came fast and he wanted action.'—B&O President Langdon.**

## WATCHING WASHINGTON WITH WALTER TAFT

• **FURTHER REFORM** of depreciation tax rules is recommended in a study which lists the railroads among industries "plagued for a number of years by a fairly high degree of obsolescence in their plant and equipment." The study was made by William T. Hogan, S. J., professor of economics at Fordham University, for the American Enterprise Institute for Public Policy Research. The Institute, with headquarters in Washington, describes itself as "a non-partisan research and educational organization which studies national policy problems." Paul W. McCracken of the University of Michigan's School of Business Administration is chairman of its eight-member advisory committee which approved the study.

**THE STUDY** recognizes that major gains were made in recent months—when the Treasury Department issued its new depreciation guidelines and Congress approved the other phase of President Kennedy's investment-incentive program, i.e., the income-tax credit. But Professor Hogan finds these concessions short of write-off arrangements needed for the adjustment of replacement programs to inflation and the rapid rate of technological progress.

**THE RAILROAD OBSOLESCENCE PROBLEM** is attributed to the "deteriorating financial condition" of the industry, and to depreciation tax policies which "contributed to insufficient revenues to replace outmoded facilities." Also involved has been inflation which "diminished the real worth of the industry's declining income and made it virtually impossible, in many cases, to replace assets having current costs several times their original costs."

**TECHNIQUES** in some phases of railroading were found to have advanced so rapidly that "even the most recently developed equipment becomes obsolete before it is physically worn out." The diesel locomotive is cited as an "outstanding" example of this, the new diesels being "so much more efficient that a large part of the existing diesel fleet, which ranges in age from 7 to 11 years, is now ready for either major repair or replacement by the improved, more modern, and economical units that have been developed."

**A "GLARING EXAMPLE"** of railroad obsolescence, "not evident to the outsider," is identified as that which has overtaken push-button yards. Professor Hogan here had in mind a yard where a $1.4 million installation of electronic apparatus was "rendered obsolete" by new developments "within two years." Traffic control was identified as "another area of obsolescence." An additional 100,000 miles of track should be under CTC operation, the study said.

• **AIRLINES,** still handling about 4/5 of the first-class passenger traffic, have also won nearly 3/5 of the coach business. The latest figures, for 1961, show that air-coach traffic then totaled 17.1 billion passenger-miles, while rail-coach traffic (excluding commutation) amounted to 12.9 billion passenger-miles. The airlines' share was 57%, compared with 51.7% in 1960.

**THIS GAIN** resulted, in part, from shifts of air travelers from first-class service to coach service. Passenger-miles of the former were down, and the airlines' share of the first-class business was off to 79.2%, from 1960's 80.3%. Meanwhile, however, the railroads also lost first-class business, their passenger-miles in that service having dropped to 3.3 billion, from 3.6 billion.

## New Members Join Pan Am Rail Group

Three new appointees to the United States National Commission in the Pan American Railway Congress Association took their oaths of office at a meeting of the commission in Washington last week. They are D. L. Manion, president of the American Short Line Railroad Association; Patrick J. Mullaney, vice president of the Boston & Maine; and Sam H. Flint, general traffic manager of the Quaker Oats Co.

The commisson's chairman is Daniel P. Loomis, president of the AAR. Other members of the group include W. T. Faricy, retired president of the AAR; Donald S. Beattie, executive secretary, Railway Labor Executives' Association; Commissioner John W. Bush of the ICC; Commerce Undersecretary C. D. Martin, Jr., Assistant Secretary of State E. M. Martin; and J. G. Lyne, editor of Railway Age.

The Association is a permanent international organization composed of South and Central American countries, as well as the United States. Its purpose is to promote the development and progress of railroads in the Western Hemisphere.

The next Congress—the eleventh is scheduled for Mexico City Oct. 18-31, 1963. The principal business will be study and evaluation of technical papers on railroad subjects, submitted for consideration, and for possible publication and prize awards. Plans for the commission's participation in this Congress were also on the agenda of last week's meeting, and Chairman Loomis was authorized to appoint an industry advisory committee to the group.

Technical papers on railroad subjects will be prepared by United States citizens for submission to the Congress, and these papers will be screened and processed by President J. W. Barriger of the Pittsburgh & Lake Erie. Deadline for submission of papers is March 15, 1963.

Persons interested in submitting papers for the XI Congress may secure a list of acceptable subjects and other pertinent information by writing to Mr. Barriger.

## Dividends Declared

**ALGOMA CENTRAL & HUDSON BAY.**—25¢, quarterly; 6% preferred, 75¢, quarterly, both payable Dec. 1 to holders of record Nov. 15.

**ATLANTIC COAST LINE.**—50¢, quarterly, payable Dec. 12 to holders of record Nov. 2.

**CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS.**—5% preferred, $1.25, quarterly, payable Oct. 31 to holders of record Oct. 22.

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*"SOUTHERN'S ACCENT IS ON YOU!"*

# 'Big John' Cars Unload Clean

As part of its continuous marketing and research program, Continental Grain Company has recently conducted a successful movement and unloading test of two 100-ton aluminum covered hopper cars of the "Big John" design.

The test was undertaken because Continental, which ships about two-thirds of its total domestic traffic by rail, "is greatly interested in this type of railroad equipment and in the possible economies inherent in its use." Underlying this specific interest is the company's broader feeling, emphasized in some of its current advertising, that, "to keep U. S. grains competitive in the world market, we must continue to search for ways to reduce the price spread from producers to consumers." "Most foreign buyers," Continental ads point out, "shop for the cheapest grain." Unless marketing and research can find "lowest cost ways to deposit the fruits of American agriculture on foreign soil" loss of exports could "result in surpluses that would make today's a piker by comparison. Domestic prices would tumble. The whole farm economy would suffer."

Bulk shipments in big cars offer a promising approach to the problem of cutting grain distribution costs, says Continental Traffic Vice President C. J. Harriss.

Railroads fully share that viewpoint as seems clearly indicated by the fact that seven major grain-carrying railroads are currently inquiring for substantial numbers of cars of the same general type.

Continental's first unloading test of the big cars was conducted by the company's Texas Division, headed by M. R. Laserson. It involved two Santa Fe units, Nos. 301210-1, ordered last year for experimental purposes from Magor Car Corp., Clifton, N.J. They are identical to, and were built in the same production run with, the 200 "Big John" hoppers which Magor recently delivered to the Southern, and which (with earlier similar cars) are considered to be one of the factors behind that railroad's application for sharp reductions in grain rates between Ohio River crossings and southeastern destinations.

Specifically, the aluminum Santa Fe cars are described as conventional four-compartment covered hoppers, with 12 loading hatches and eight unloading outlets. They are 59 ft, 4 in. long, have an extreme height of 15 ft, 1 in., and capacity of 200,000 lb, or 4,948 cu ft.

In the Continental test, they were consigned from Producers Grain Exchange, Amarillo, Tex., to Continental's Manchester elevator at Houston, routed via Santa Fe, about 680 mi. Each car contained approximately 196,300 lb, or 3,270 bu, of No. 1 hard wheat, with some 800 bu in each compartment.

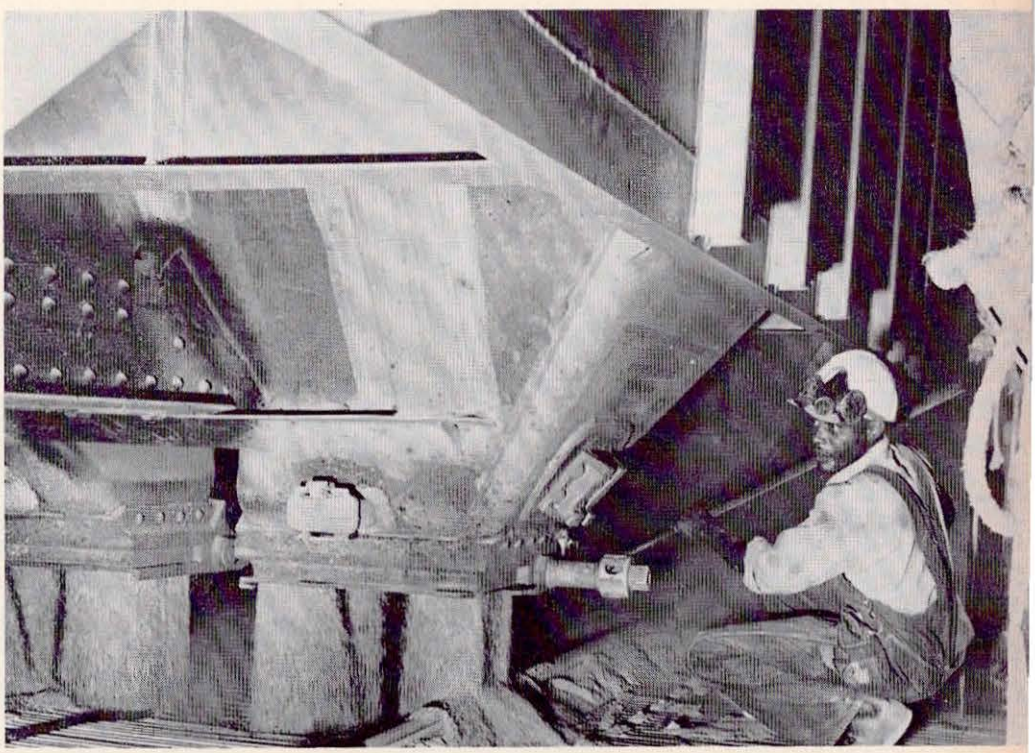
At Houston, according to the grain company's unloading report, each compartment, with its two hopper bottom gates fully open, was emptied in approximately two minutes. This indicated clearly one of the things Continental particularly wanted to ascertain—that the new cars can be used with no change in present unloading (or loading) facilities and with no need for any investment in new facilities.

The report goes on to say that, "with one car pit belt feeding two legs, a hopper car of this type can unload in 10-12 min, taking into account positioning the car for each of four compartments. This represents a rate of approximately 16,000-20,000 bu/hr. The rate of unloading could be higher with larger gates; however, at Houston the unloading rate of these cars matches the maximum receiving rate of the elevator.

"The cars emptied clean. The savings in manpower for unloading are obvious when compared with the power shovels now being used at Houston."

Loading time at Amarillo was approximately 30 min per car—ascribed "mainly to the inspection department insisting that they probe each compartment half loaded and full loaded, since they only have short 5-ft probes." This problem, says Continental's Texas Division traffic manager, C. O. Collyer, "is one which will have to be overcome, possibly with the Grain Division of the U. S. Department of Agriculture specifically covering the sampling of covered hoppers in their sampling and inspection regulations." A possible solution, according to Mr. Harriss, might be use of automatic samplers which take samples from the loading stream— like, for example, those used to obtain samples in barge loading at Continental's East St. Louis elevator.

Sampling delays, however, represent only a minor problem compared with the successful outcome of the test as a whole, and the obvious other advantages which the cars offer: savings in weight, elimination of the grain door problem and of special linings, less cleaning and inspection expense.



**TWO MINUTES** sufficed for clean unloading of more than 800 bu of grain from each of four compartments; total unloading time, including moving of car, was 10-12 min. No change in elevator receiving facilities is required.

# The Role of the Traffic Manage

► **The Story at a Glance: "I can state from experience that the Industrial Traffic Manager's function in product diversification and plant location is a satisfying and rewarding one," says B. Alan Fred, traffic manager of Griffin Wheel Co.**

**Mr. Fred's experience was gained at first hand, from helping his company to organize a new division for production of cast iron pressure pipe, and to locate the plant for manufacturing such pipe at Council Bluffs, Iowa.**

**What he and his department did, and why, is related in the accompanying case study originally written for the American Society of Traffic & Transportation, and reproduced here by permission of the author. In publishing it, Railway Age supplements, from the Industrial Traffic Manager's viewpoint, the report on railroad industrial development activities published on Aug. 6.**

As is the case today in many industries, Griffin Wheel Co. set out in 1956 to diversify its product line. Several products were considered and discarded. Finally, it was decided to research cast iron pressure pipe.

The Industrial Traffic Manager enters the picture as part of a team of specialists to determine:

1) Is this a product we can produce?

2) Is it a product with a growth potential?

3) Is it a product we can market competitively?

The Traffic Manager must first study the product under consideration. He learns that:

- Transportation charges from producing point to consumption point strongly affect selling price.
- Present population and expected population growth of areas where transportation charges are favorable are the principal indices of pipe consumption.
- Methods of selling and distribution are important factors.

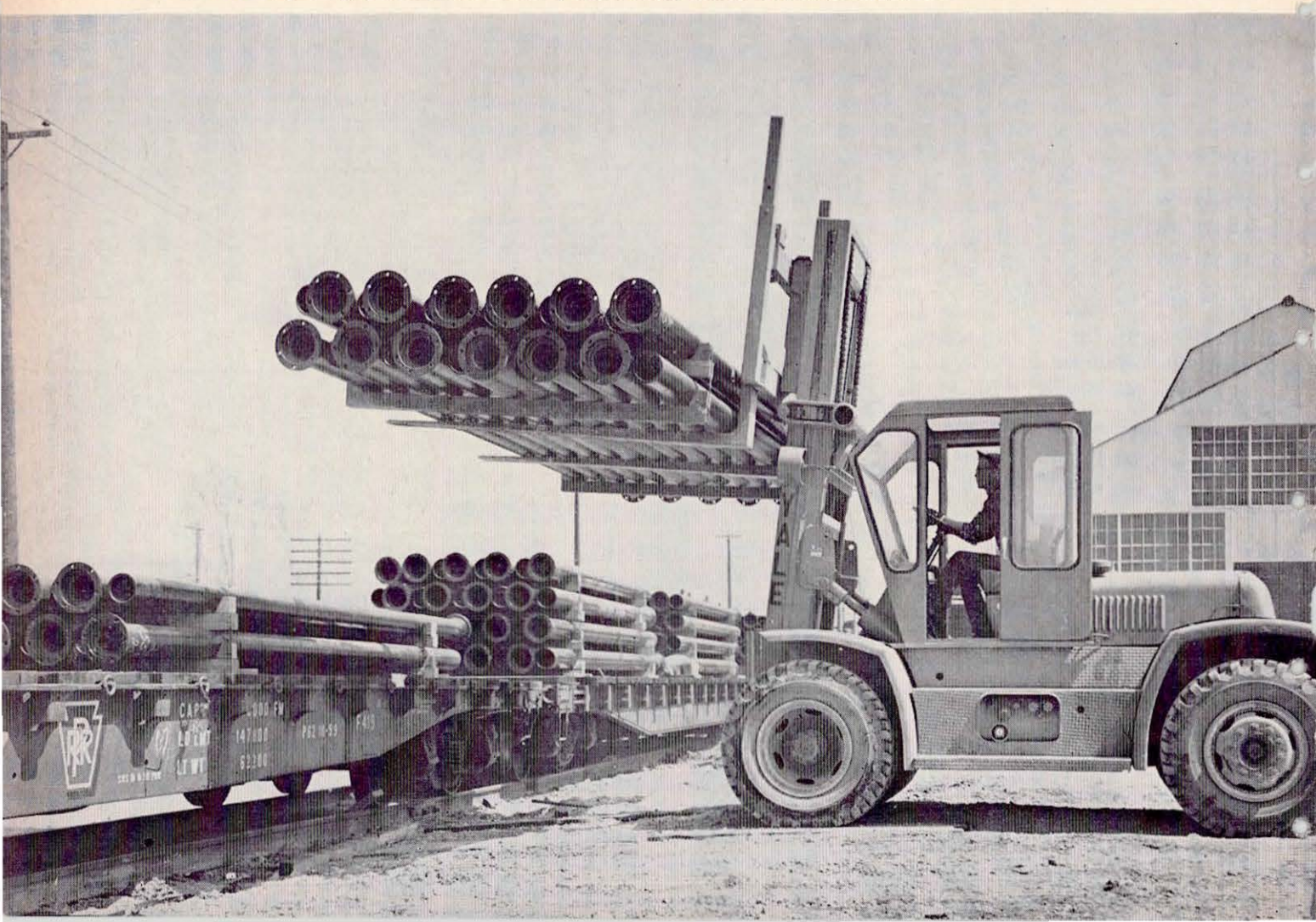
He should then proceed to identify existing producers and the location of their plants. By doing this, he can secure rail and truck tariffs governing movement to their market areas.

Without going too deeply into the subject initially, we assume transportation may be by rail, truck and barge. Consumption is approximately 50% by municipalities and 50% by contractors. It can be assumed that municipalities will order in large quantities in carloads. Contractors will want delivery in smaller quantities to their ditch sites, and will bury pipe as they go along, therefore preferring truck delivery. It is also assumed that truck rates are higher than rail rates.

Barge rates will generally be lower, but shipments must move in lots of 500-600 tons, whereas rail shipments may be as small as 25 tons. There would also be a limited market at barge terminals, so barge shipping would not be considered in the initial survey.

Rail and truck transportation costs form the only sound basis, most suitable with respect to transportation cost, for location of a cast iron pressure pipe plant. This is the one criterion which can be used in determining the market areas available to such a plant. To do this, we must approximate freight rates

**SIX-INCH PIPE,** packaged in 24-piece bundles, is lift-truck loaded on a railroad flat car.



# n Plant Location

from points where they presently do not exist or are unrealistic because producers are not located at these points.

Effective May 15, 1955, carriers established within Official (including IFA) Territory, a revised line of rates on cast iron pressure pipe subject to a minimum weight of 50,000 lb under FSO 18017 of May 9, 1955. These rates were designed to meet truck competition for hauls up to 700 miles and to meet market competition for longer hauls. Rail carriers in other territories followed suit. Certain leading rate officers of railroads agreed that averages of the 1955 Official Territory Scale might be applied to predict what freight rates would be from a new producing center.

Our market area search was concentrated west of the Mississippi River. Once present producers and their capacities were plotted on a map, it was apparent there were only three cast iron pressure pipe plants west of the Mississippi, and room existed for a fourth.

By applying the scale of rates from both existing and proposed producing points to several consuming points, the market area in western states can be approximated and can indicate favorable markets for various proposed producing points. The consumption of pipe can largely be determined by population and population growth. Data from the Bureau of the Census and other information was used for this study to arrive at pipe consumption figures for each state.

## Available market areas

The potential marketing area was previously calculated by present and proposed rates. Now we can estimate the number of potential tons available by knowing the present population and projected growth plus tons per 1,000 population. Each proposed producing point can thus be evaluated to determine which, if any, is best. Some parts of each market area overlap with portions of the market areas available to competitors' plants, and a calculation must be made on the amount of sales which might be lost to competition.

We have established probable market areas by states that appear to be favorable to certain plant locations, and we have allowed a safety factor for competition from other cast iron pressure pipe producers, so we can calculate the consumption of cast iron pressure pipe in these favorable market areas. From this information we can also calculate the size of a plant to build.

The detailed plan outlining the most favorable market areas and the best plant locations to serve those areas is referred to company officers for study. A decision is made to go ahead with the manufacture of this new product, and this recommendation is made to the Board of Directors.

Our market survey has determined the general area in which to locate our plant. Along with the many factors to be considered, such as sources of raw materials, taxes, power and labor, it is the Industrial Traffic Manager's first consideration to pick a site that will have available all necessary transportation services. It is desirable to locate on a reliable switching or feeder line with interchange facilities with several trunk line railroads. Reciprocal switching is an important feature to check, as well as the trucking and barge facilities available.

Another part of plant location study is knowledge of the raw materials to be used, their source, and present or estimated freight rates. Basic raw materials needed for cast iron pressure pipe are pig iron, cast iron scrap, ferro alloys, coke, sand, limestone, brick, fire clay, pipe molds, pipe coating asphalt and cement. We can narrow our plant site search by eliminating those more distant from sources of raw materials.

Trading markets are governed not only by cost of manufacture but in equally large measure by the freight rate structure in comparison to competition. Thus, metropolitan cities, such as New York, Chicago and Los Angeles, which themselves constitute large and important markets, are desirable sites for many industries. If all things considered so far have not pointed the way, the larger metropolitan areas will always beckon.

After an area has been narrowed down to one community and a site temporarily picked, an option should be taken on the land while more detailed studies are made. For example, an ideal site—even though reported to be in the local switching district by the Industrial Department of the railroad owning the property—may be found to be not legally in the district according to the applicable tariff. The step to see if this property can be included in the switching district is an important one.

It is often necessary for the Industrial Traffic Manager to appear before the state regulatory commission to seek permission to have spur tracks built into the proposed plant site if they cross state highways. A site with no rail access is useless. Adequate signal equipment and crossing protections must be provided or guaranteed.

Once the site has been selected, purchased, and the contracts to construct are let, the Industrial Traffic Manager must immediately start establishing his distribution system.

The industry should see that satisfactory insurance is procured to protect it against bodily injury or property damage occurring as a result of activities on any rail siding serving its plant. Normally, a railroad assumes very little liability for anything that may happen as a result of operating on the siding.

We also must work with the Operating Department of the railroad to have the plant serviced. Due to the nature of the business, we may need two set-ups per day, pulling loads and spotting empties. An immediate commitment must be obtained from the railroad if an adequate car supply is to be available. Details can be worked out later during the early stages of production and during the plant's shakedown.

Every key person in the railroad's employ should be contacted and made

B. Alan Fred is traffic manager for the Griffin Wheel Co., with headquarters in Chicago. Prior to joining Griffin as assistant traffic manager in 1955 he was traffic supervisor for the Studebaker-Packard Corp. in New Brunswick, N. J.; and had experience in the general traffic department of the Studebaker Corp. in South Bend, Ind.

Mr. Fred attended Indiana University and is a graduate of the College of Advanced Traffic and Academy of Advanced Traffic. He is an ICC practitioner and certified member of the AST&T.

aware of your intentions. This includes local agents, superintendents, trainmasters, yardmasters, car distributors, yard clerks and demurrage clerks. These contacts will prove invaluable later when time is of the essence.

Demurrage average agreements must be prepared and negotiated. Unless carefully controlled, detention not only will result in increased cost of doing business, but will be likely to have damaging effects on a company's relations with carriers, for a carrier's ability to operate profitably hinges to a great extent on maximum use of his equipment.

If an average weight agreement is arranged with the applicable weighing bureau, a facsimile of the agreement stamp can be printed on a standard bill of lading. The weight agreement saves industry a substantial sum in labor costs because an average weight can be used, without having every piece weighed on a platform scale.

[Mr. Fred's paper included also comments on truck service, rates and delivery, which are omitted here because of space limitations.—Editor]

## Rate factors

In our market survey, a brief study was made of present and proposed rail rate structures. Once the plant site is picked, a more detailed study must be made. Comparing existing rates with competitors' rates will indicate if rate negotiations are necessary. Prices include carload freight rates, so it is of utmost importance that our carload rates be on an equal basis with our competitors'. As cast iron pressure pipe is sold to every municipality that has a water system, rates must be available to every community. The most practical method is on a mileage basis, using Docket 28300 short line mileages in connection with the "National Rate Basis." Working on a destination basis, rates were compiled on competitive scales and tendered to interested railroads as shippers' proposals to be handled on the public docket. It was often necessary to convince Standing Rate Committees and Freight Traffic Managers Committees at public hearings that proposed rates applied on new commodities heretofore not produced in their territories were of vital necessity to meet market competition. Since rate proposals covered such a large territory, it often took considerable time to progress. Nine months to a year before final publication was not unusual.

Much work was required to compile understandable freight rate manuals for the sales staff. Rates were figured to key consuming points from our producing plant as well as from competitors' plants. Our method was to use all rate basing points in Docket 28300 territory. In that manner, rates could easily be figured to points not listed by referring to the "National Rate Basis."

## Private vs common carriage

Serious consideration must be given to the possibilities of private versus common carriage. The first problem is whether "to operate our own trucks or use for-hire carriage." The second is "to lease or own" if the decision is made to operate our own fleet. To determine whether to operate our own fleet, we asked ourselves the following questions:

1) Is it legal?

2) What effect will it have on our corporate image as to corporate structure, vendor relation, and customer relations?

3) Who will operate and maintain proper regulation, safety and training programs?

We satisfied ourselves as to the legality of private carriage by decisions of the ICC. Our trucking would be in furtherance of our primary business, drivers would be bona fide employees of the company, and the company would assume responsibility to the public for any injury resulting from the operation. It would also assume responsibility to the ICC for operations in compliance with safety regulations and hours of service.

Private carriage offered some definite advantages:

- Better service and customer relations.
- Possible lower costs.
- Less loss and damage.
- More flexibility and better control.
- Advertising value.
- Leverage in negotiating rates with for-hire carriers.

It also offered some definite disadvantages:

- More limited distribution area and no assured back haul.
- Increased overhead and capital investment and diversion of main operating efforts.
- Labor problems.

Our efforts in developing costs were based on:

1) Full service lease.
2) Guaranteed maintenance lease.
3) Finance leasing.
4) Complete ownership.

These estimated costs were then compared with either present or proposed common motor carrier rates. Our final analysis—while agreeing that companies with highly rated commodities with assured back haul and primarily operating between fixed points can effect savings up to 30% by using private fleets—was that in our cast iron pressure pipe operation, a private fleet would not be to our advantage. We would ship to no definite fixed points, we had a low-rated commodity, and no assured back haul. So-called exempt commodities could be handled as back haul, but generally require van and reefer type trailers, while our product must move on flat bed trailers.

Although at the outset it was decided to use for-hire carriage, this would be an area for continual study as there would always exist the possibility that we would find it desirable or even necessary to go into private carriage.

When going into new product lines, it is often necessary to propose changes in the Uniform Freight Classification and National Motor Freight Classification. This is because a good clear description and equitable rating do not exist, and classification may be by analogy.

The procedure is to prepare forms describing the desired change and reasons therefore and file these with the applicable Classification Committees. Hearings are held by the committees and oral arguments may be presented on behalf of the desired changes. If the Classification Committees approve the changes, the applicable classifications will be so supplemented, giving the new description and ratings.

## Material handling

A study also was conducted on material handling facilities. Knowledge of plant layout and material flow is important here.

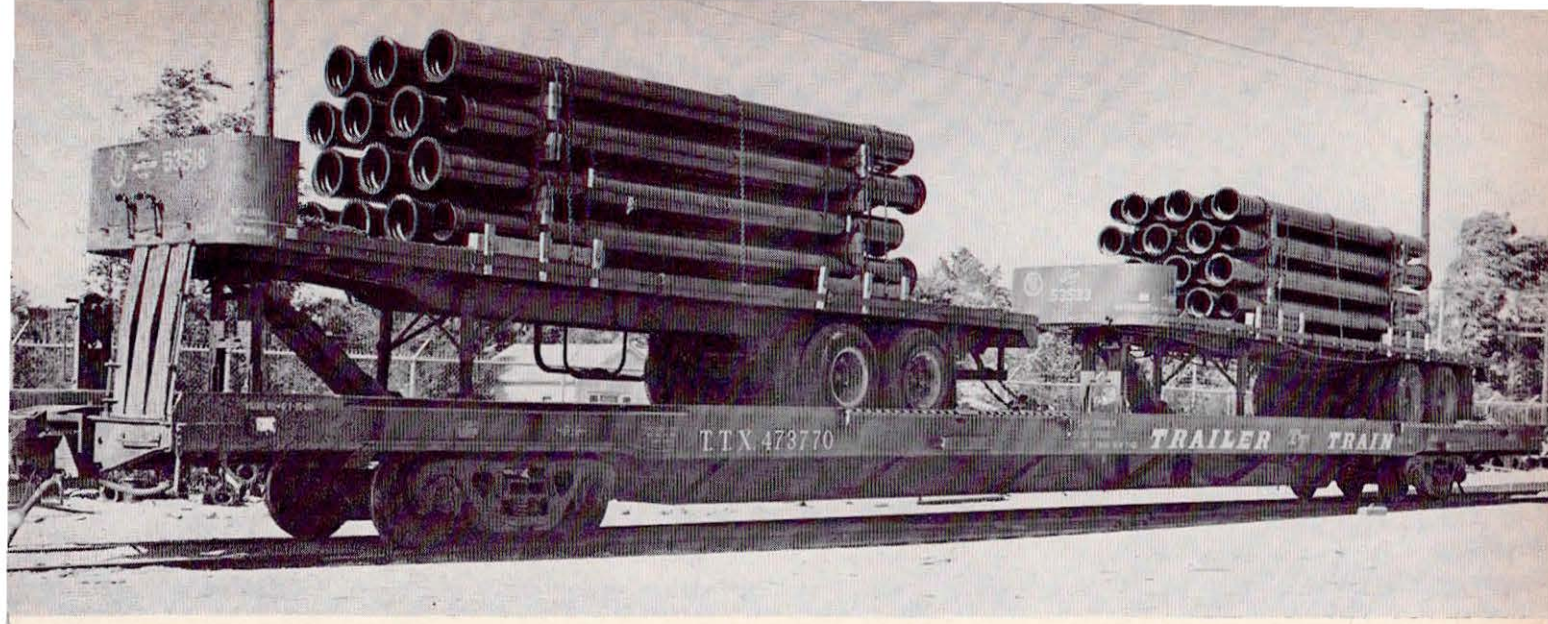
By eliminating traditional handling by crane and skid rails, we could gain savings in manpower and better quality control. Since our whole process was to be conveyorized, it was necessary to utilize fork-lift trucks to move the finished pipe from conveyor to bundling stations. Two tiers of pipe weighing 5 to 8 tons and secured by 0.35-in. by 1¼-in. steel strapping on 4-in. by 4-in. oak bearing pieces would comprise a standard unit bundle.

The size of the bundle was designed to not exceed 8 ft, so as to fit a standard flat bed trailer. Ten-ton fork-lift trucks would move the finished bundles from the bundling stations to curing bays, thence to storage yards or shipping yard for immediate shipment.

After careful consideration of lift-truck capacities, standardization advantages and truckload minimum weights, we arrived at the following as standard bundles:

| | | |
|---|---|---|
| 4 in. — 32 | pieces ... | 10,000 lb |
| 6 in. — 24 | " ... | 13,000 " |
| 8 in. — 18 | " ... | 14,500 " |
| 10 in. — 14 | " ... | 13,000 " |
| 12 in. — 12 | " ... | 15,500 " |

In our inital survey, we also studied




**PLAN II TOFC** shipment includes two loads, each weighing 31,000 lb and consisting of two bundles of 12-in. pipe.

raw materials, knowledge of which must be fitted with unloading and storage conditions to maintain an adequate supply of raw materials without wasting space or tying up capital in excess inventories.

As most of our raw materials would be used in the manufacturing operation, the plant was designed for raw materials to be unloaded close to the metal melting facilities. A "high line" was constructed for unloading coke and limestone. By shipping in drop bottom cars, this material could be dumped directly into bins without use of much manpower. Scrap and pig iron would be unloaded by overhead crane and charged directly into the cupolas when possible. Sand for cores and for mixing with cement for linings would be unloaded on the "high line" and blown into a sand storage silo. Brick and alloys also would be unloaded on the "high line" and stored conveniently to the cupolas.

Pipe coating asphalt, cement, fittings, and various accessories would be unloaded on the other side of the plant closest to the loading operation. A special shed was constructed to house rubber gaskets and pipe lubricant which could not be stored in the open.

There are over 500 different fittings to go with the pipe. These would all have to be marked as to name and size, and special bays in the yard segregated for their storage so they could be easily identified for shipping.

Perhaps even more important than unloading facilities are the loading facilities for outbound product. As this is a new plant, innovations can be engineered into it.

A study can be made in connection with railroads and shipping room equipment suppliers of the present method of loading by competitors. Study of the loading methods for similar products can also be made through AAR Loading Rule manuals.

We cannot overlook the customer's desires. Too often, loading is geared to the producer's desires, and the customer must take as is or not at all. Customers were visited by the Industrial Traffic Manager and their feelings on the subject, as well as the shipper's, were considered in the ultimate decision.

Once ideas are formed, they must be checked out with equipment suppliers for feasibility and economics. In our particular situation, we decided to go exclusively to flat car loading, something fairly new and untried in the field. All open top car loading comes under the jurisdiction of the Mechanical Division of the AAR. Therefore, impact tests and experimental loads must be made under supervision of the AAR, and follow-up with destination railroad agents and customers is necessary. Once a particular method of loading is certified as standard by the AAR, it is included in the Loading Rules manual.

Cost considerations must be weighed against customer considerations. Our new method of loading flat cars was considerably more expensive than our competitors' method of loading in gondolas, but the ease of unloading and savings in time and labor by the customer could result in additional sales. Visual aid kits were prepared for the sales department to present to customers to emphasize savings in material handling. Advertising in trade journals also carried this information.

The Industrial Traffic Manager must also locate and set up branch warehouses. Numerous warehouses are not necessary, but we decided some would be a help to district sales offices, as the sales staff would have a supply of pipe on hand to satisfy small order requirements and meet emergency situations. We then made arrangements for warehouses at key district sales office locations. The prime consideration for warehouses was that they be on rail sidings with crane facilities or large lift trucks for unloading. Inside storage was not necessary.

The complicated paperwork details must be worked out to the mutual satisfaction of Sales, Accounting and Finance Divisions.

As local distribution from the warehouses would be largely in less-truckload lots, LTL carriers must be checked as to rates and service. Simplified routing guides were prepared for the district sales offices so they could route shipments from their local warehouses without consulting the general traffic department, thus saving time on emergency shipments.

Final thought must be given to operation of the regular traffic function once the plant is completed and production started. It must be decided who will eventually be responsible for rate negotiation, freight bill auditing, routing, car and truck ordering, establishing shipping policies and procedures, and the policing of these functions.

As the normal traffic organizational setup of the company was on a centralized basis, it was management's decision to operate the new division on the same basis. The responsibility of policy making, rate negotiation, routing and freight bill auditing would be with the general traffic department. Shipping procedures would be originated by the general traffic department and carried out by the local plant shipping department. Scheduling and ordering cars and trucks for loading, and preparing shipping documents, would be handled by the local plant shipping department.

# One...

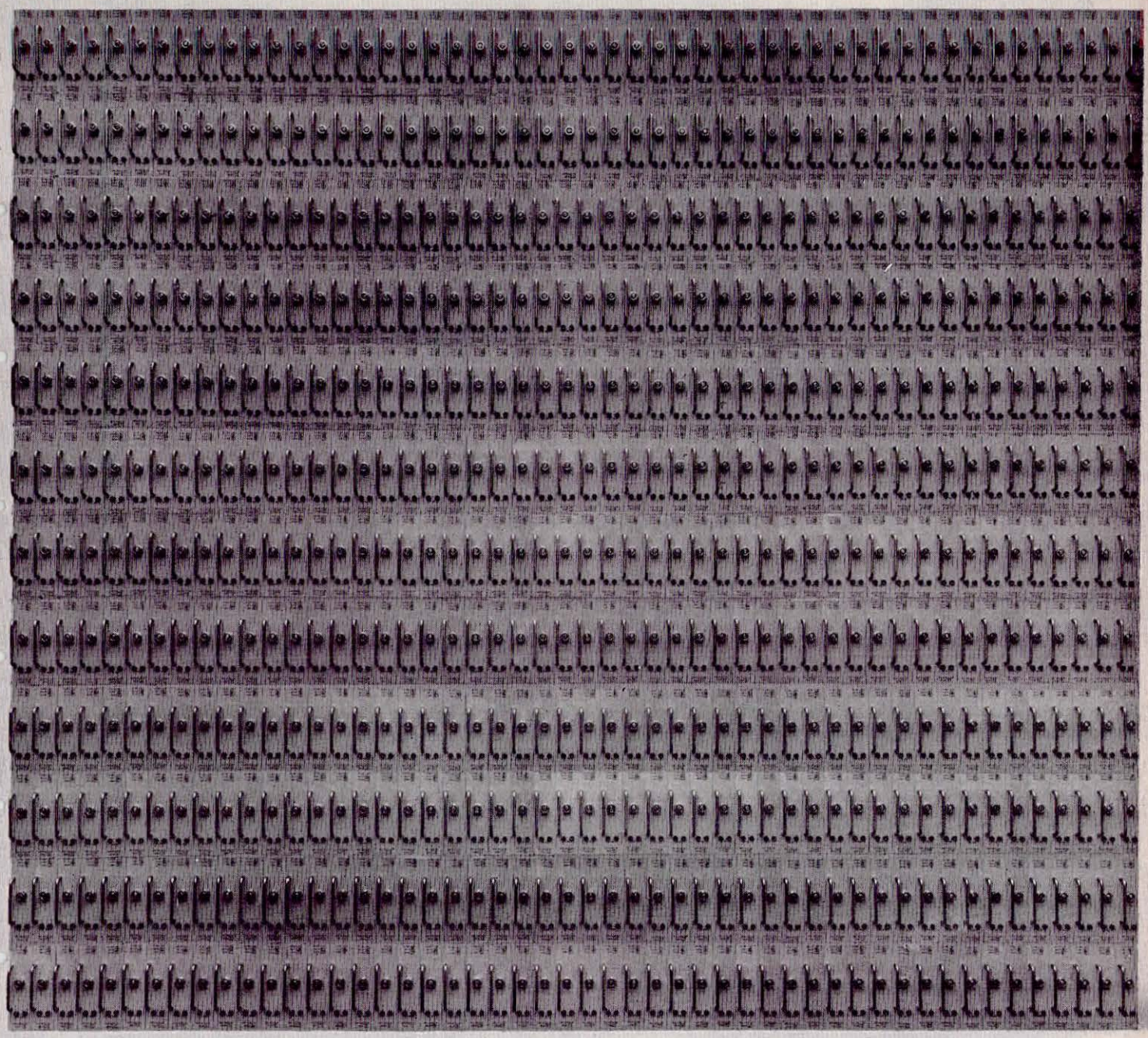
Don't get us wrong.

This solid state carrier system contains other parts than just the channel units shown here.

But we did assemble this mountain of equipment to illustrate a point: namely, that Lenkurt 46A Radio Carrier equipment has been engineered to economically handle both extremes in light-route and heavy-route traffic.

Now perhaps for a single channel it might be wise to use a smaller capacity system (the Lenkurt 34A, for one). But from about 6 channels on up, the building block approach of the 46A makes it *the* system for light-route applications that may some day grow beyond your expectations . . . and for heavy-density applications that require small channel drop-offs.

**Observe how versatile this system is.** Using 46A carrier equipment you can ▪ install a 12 channel group that is completely self-contained ▪ keep expanding in partial or full 12 channel increments up to a 60 channel system without supergroup equipment ▪ continue to expand up to a 120 channel system, once the supergroup equipment is added ▪ incorporate this equipment into a heavy-duty system capable of handling



# or 600!

up to 600 channels. In this arrangement heavy-route reliability is assured by backing up all functions common to more than 12 channels with parallel circuits and stand-by facilities.

All systems, of course, are entirely compatible with each other, all may be synchronized, and most configurations are compatible with WE "L" and carrier equipment meeting CCITT requirements.

Ask your Lenkurt representative for complete information on the 46A Radio Carrier equipment, or better yet, ask for details on our complete line of carrier systems – 6 for open wire, 5 for cable, and 6 for radio. Lenkurt Electric Co., Inc., San Carlos, California. Offices in: Atlanta, Chicago, Dallas, Minneapolis, New York City and San Carlos.

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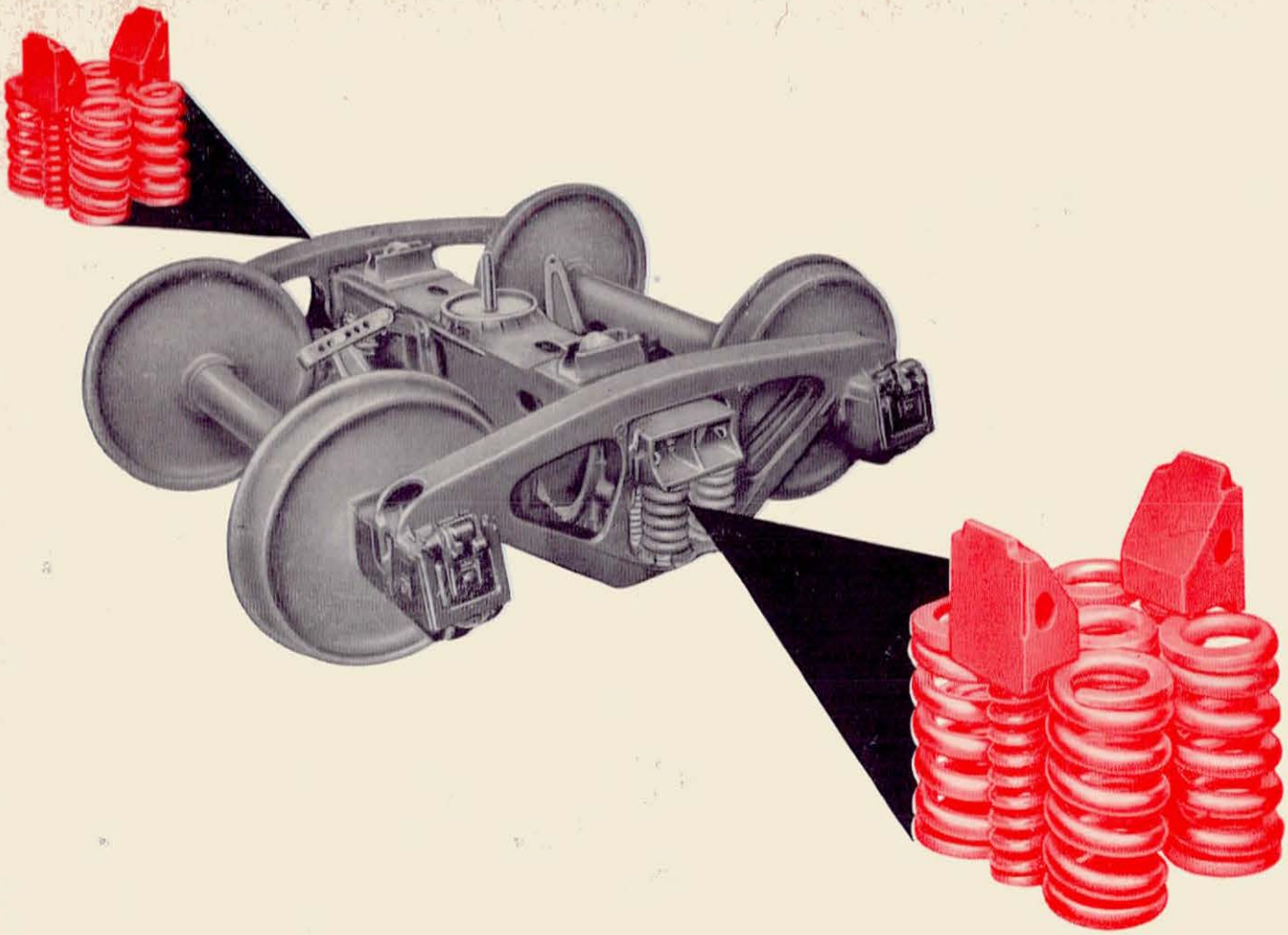

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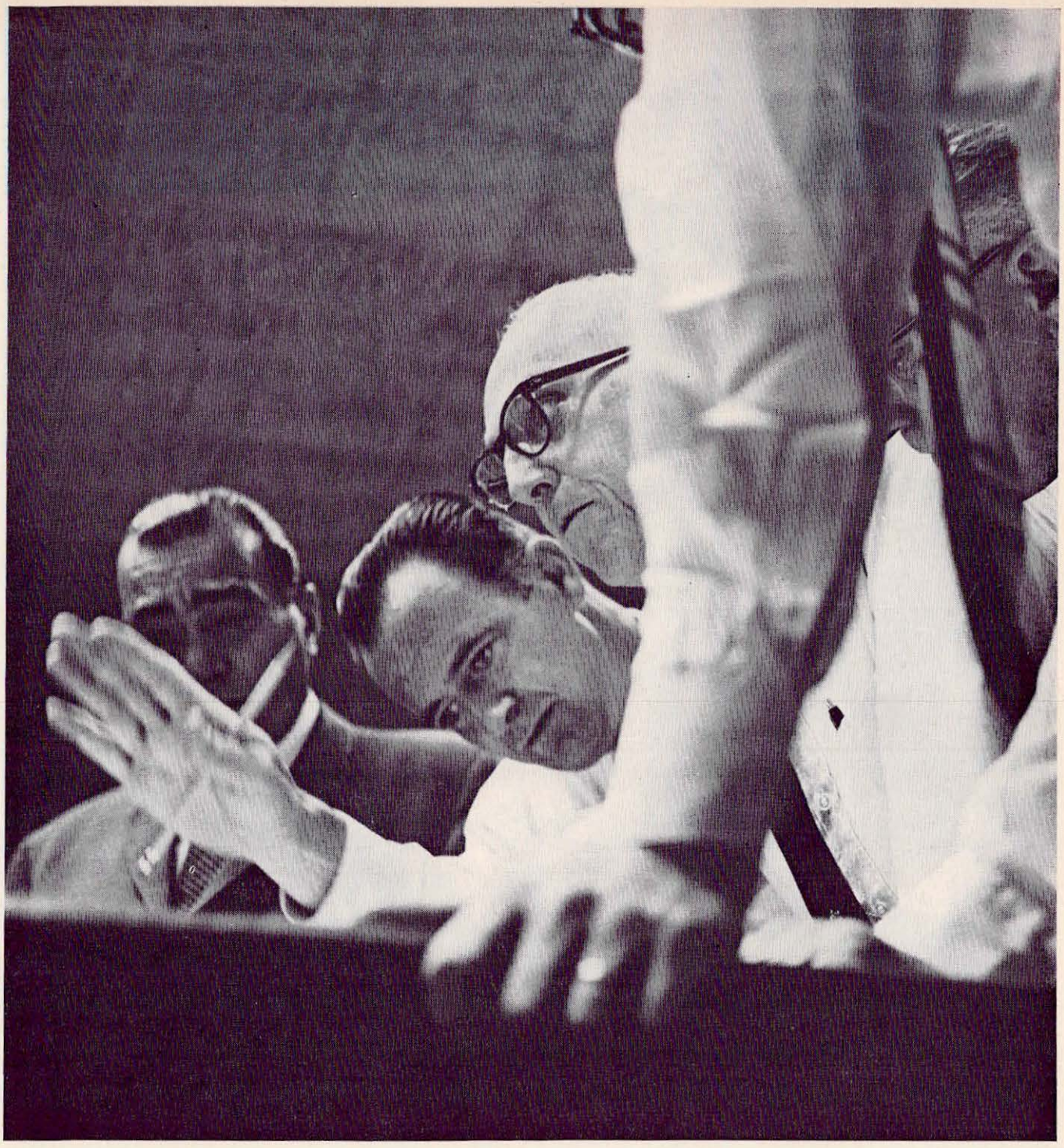

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These Norfolk and Western men put in a full day's work today. Now they are going to school—a totally unique school created from scratch by the N&W. They enrolled in the class last winter. They won't graduate until January, 1964. The curriculum is comprehensive and covers an extremely complex subject: transportation rates and routing. It is so complex that suitable textbooks didn't even exist when the school was organized. They had to be written. Page-by-page, chapter-by-chapter. Sound like a lot of work? It was. But rates are extremely important to shippers. A fully trained rate specialist can save a shipper-customer thousands of dollars. So can a sales representative with intensive rate and route training. The N&W rate school is a new answer to an old problem. It is another way the N&W is enhancing its reputation as America's service-minded railroad.

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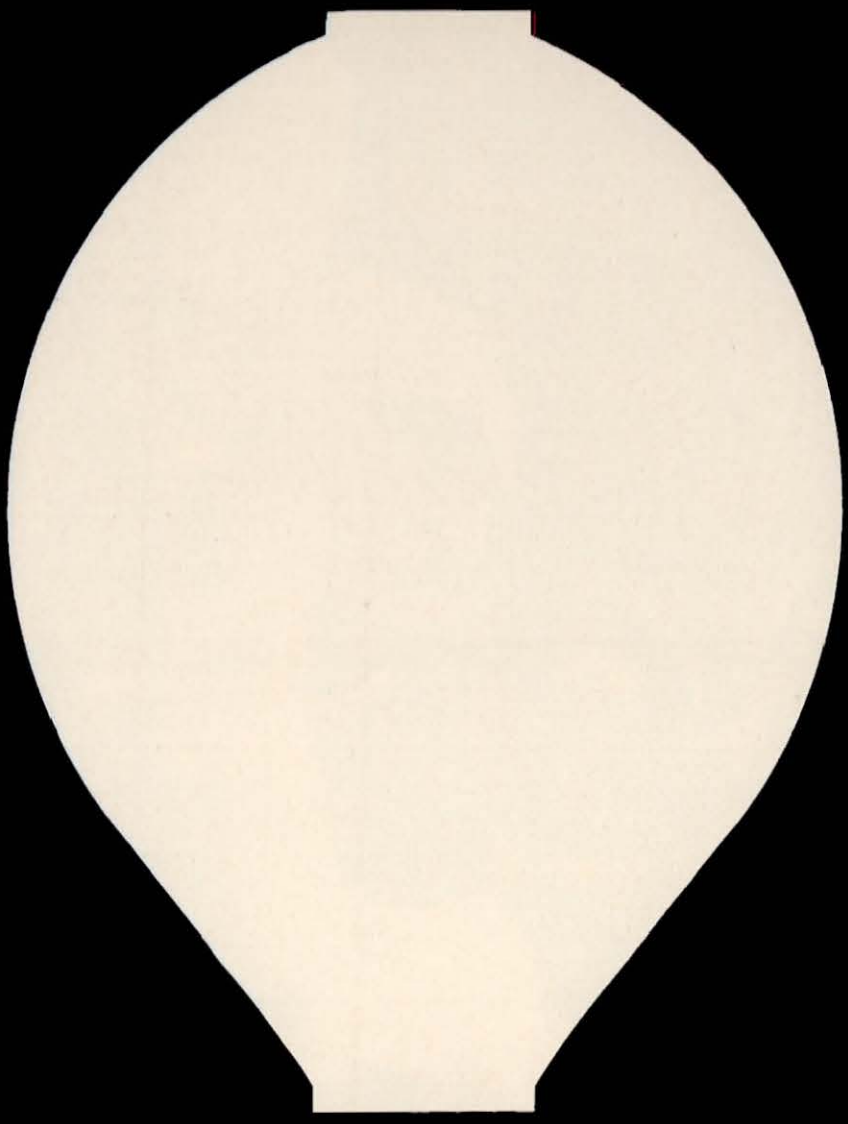
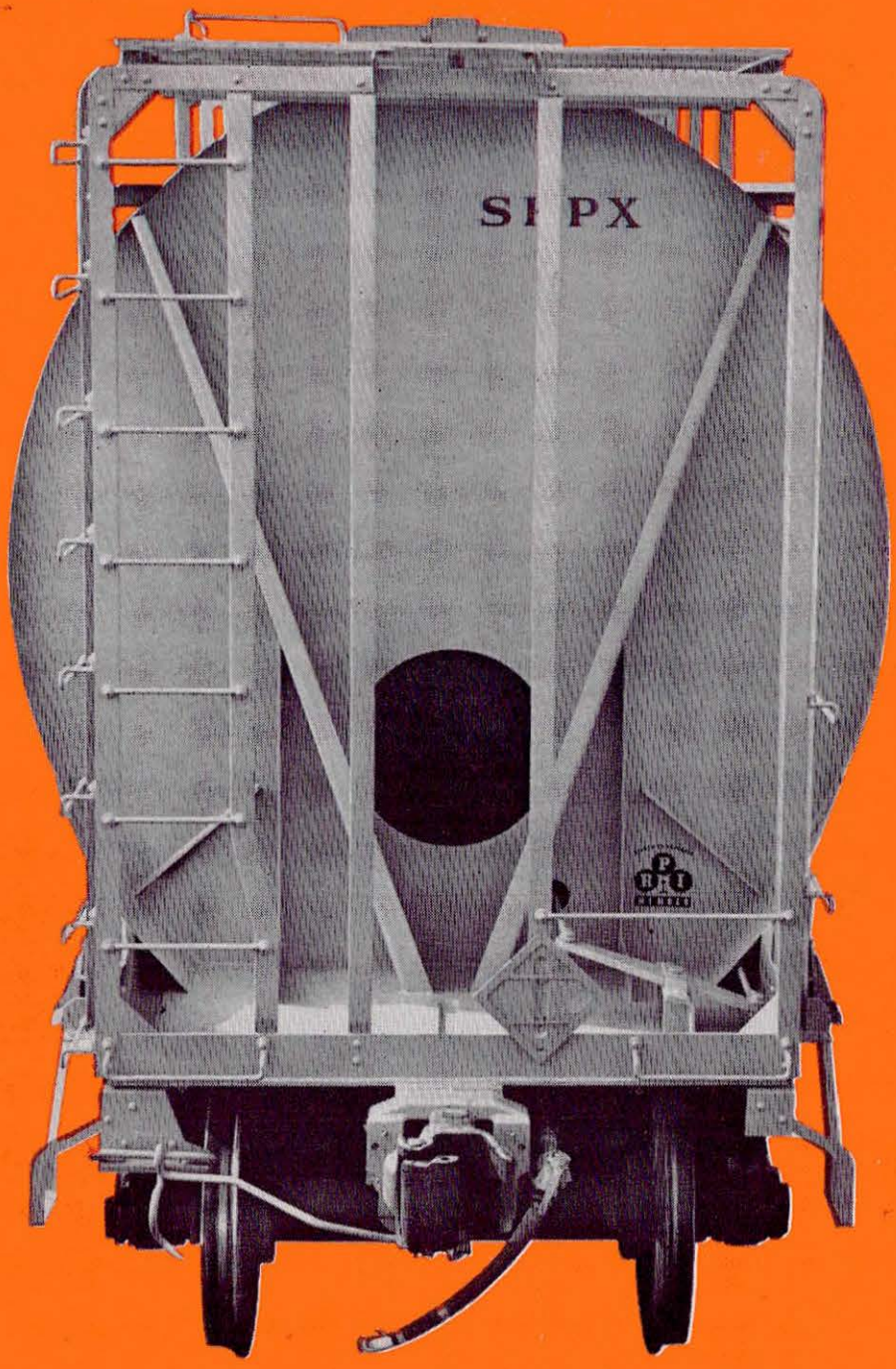


Why is it pear-shaped?

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**Good reason.** With its unique, pear-shaped compartments, you can fill it to 97% of its capacity. This is the greatest use of cubic capacity by any dry bulk handling car.

Result: Railroads save money. Shippers save money. Because it takes fewer Center Flow Cars to do the job than boxy, old-fashioned type cars. And ACF Center Flow is a real lightweight... can carry bigger payloads every trip.

**Fastest loading, too!** Loading hatches are lined up down the center of the top of the car. No need to shift loading funnels from side to side to fill a Center Flow compartment.

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We make the revolutionary ACF Center Flow in aluminum or steel, with either pneumatic or gravity outlets, and from 2600 to 4000 cubic foot capacities.

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DIVISION
**ACF INDUSTRIES**

For more facts about how Center Flow can cut shipping costs, time and labor, write Henry A. Correa, Vice President – Marketing, ACF Industries, 750 Third Avenue, New York 17, New York.

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# Our 25,000th locomotive... how far have we come?

Our 25,000th locomotive is a significant milestone in the evolution of Diesel motive power on America's railroads. It and the several hundred other GP-30s we are currently building for the railroads are replacing earlier models in a second round of Dieselization.

**How far have we come?**

**Complete Dieselization.** The railroad industry has moved from a 100-year era of steam motive power into complete Dieselization in less than 25 years.

**Price Per Horsepower.** The price per horsepower on our latest model, the GP-30, is actually less than on the first Diesel freight locomotives delivered in 1940, in spite of great increases in labor and materials cost.

**Locomotive Capacity and Performance.** Horsepower on the basic General Motors 567 series engine, in locomotive application, has been increased from 1350 to 2400. Traction motor horsepower has been increased from 337.5 to 562.5 and the tractive effort (in four-motor freight locomotives) has been increased from 32,400 to 50,000. The newest model main generator has a service life 50 per cent greater than its predecessors. Electro-magnetic electrical control apparatus has replaced less effective, and more costly to maintain, pneumatic controls.

**Railroad Investment Return.** Improvement of components has so greatly increased locomotive capacity, improved operating performance, and reduced maintenance requirements that today's locomotive — when purchased through Electro-Motive's Locomotive Replacement Plan — offers railroads an even greater return on net cash outlay than when Diesels replaced steam engines.

**How did we get here?**

Electro-Motive Division's continuing programs of research and development in product and process engineering have been governed by two important philosophies:

1. **All product innovations must make a superior economic contribution over the product currently offered.**
2. **All product innovations must be applicable to previous models in order to avoid needless physical obsolescence.**

But this is only part of the story. We dedicate our 25,000th locomotive to the railroads of the country, whose judgment and foresight through the years, have made possible the evolution of the Diesel locomotive of today — the revolutionary GP-30, broad range locomotive, ready and able to meet the changing operating conditions on America's progressive railroad systems.

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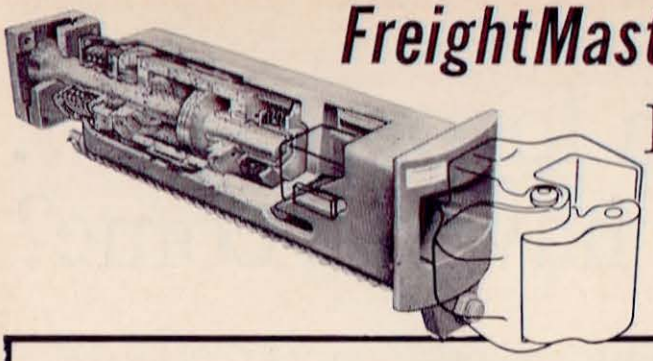
Dramatic moment as sub-assemblies, car body and under-frame (as a unit) are placed on trucks, one of the final steps in the manufacture of our 25,000th locomotive.



# FreightMaster Versatility... Is A Matter Of Record

**HERE ARE A FEW EXAMPLES OF THE WIDE VARIETY OF ROLLING STOCK EQUIPPED WITH FREIGHTMASTERS INSTALLED BY 20 MAJOR CARRIERS:**

| Type of Car | Capacity and Length | Type of Service | Car Construction Notes |
|---|---|---|---|
| Existing Box Car | 50-T; 50'6" | Newsprint | .... |
| New Box Car | 70-T; 50'9" | Glass | Equipped with Load Restrainer |
| Existing Box Car | 50-T; 50'6" | Auto Engines and Parts | Equipped with engine and parts racks |
| New Covered Gondola | 70-T; 52'1" | Tin Plate | Uses movable bulkheads |
| New Box Car | 50-T; 50'6" | General Merchandise | .... |
| Existing Flat Car | 70-T; 53'6" | Truck Frames | Fabricated Center Sill |
| New Insulated Box Car | 70-T; 50'1" | Food Products | Equipped with Load Restrainers |
| Existing Box Car | 50-T; 40'6" | Newsprint | .... |
| Existing Flat with Bi-Level Rack | 85' | Farm Tractors and Implements Trucks and Boats | Rack attached solidly to car structure |
| Existing Articulated Bi-Level Auto Rack Car | 120' | Automobiles | Automobiles carried with rear wheels chocked and no hold-down chains |
| New Box Car | 50-T; 50'6" | General Merchandise | .... |
| Existing Flat Car | 50-T; 53'6" | Auto Frames | Fabricated Center Sill |
| Existing Box Car | 50-T; 40'6" | Newsprint | .... |
| Existing Flat Car | 70-T; 53'6" | Heavy Equipment | Fabricated Center Sill |
| Existing Box Car | 70-T; 50'6" | Tin Plate | Converted from 50-ton car |
| New Gondola | 70-T; 39'4" | Limestone | .... |
| New AirJet Pressure Tank Car | 70-T; 42'8" | High Capacity Bulk Commodities | Partial Center Sill |
| Existing Box Car | 50-T; 50'6" | General Merchandise | .... |
| Existing Box Car | 50-T; 50'6" | Newsprint | .... |

**NOTE:** Modifications required to adapt either a new or existing car to receive FreightMaster Units can be made with available standard components. These include either cast steel underframe ends, draft sill end castings, striker and bolster center filler castings, or rear lug castings and fabricated parts. Various combinations of these components may be used for any particular application.

New cars, existing cars, long, short, standard, special — almost *any* car can be easily equipped with the cushioned protection of FreightMaster Hydraulic Cushioning Devices with minimum modifications.

When making an installation in an existing car, the modification can be made without removing the bolster center filler or the cover plates. FreightMaster units on either end of the cushioned car act independently of each other. This design gives FreightMaster its unique capability of transmitting its shock-absorbing properties to *adjoining* cars, as well as the FreightMaster Cushioned Car.

Get full details on how FreightMaster versatility can provide the maximum level of impact protection to existing cars, new cars, *your* cars — and do it for a fraction of the cost of other high capacity mechanisms. Write or call FreightMaster, Fort Worth.

*FreightMaster has received A.A.R. limited approval for use in general interchange service.*

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**LINDE COMPANY**
**OXWELD RAILROAD DEPARTMENT**

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RAILROAD CUSTOMERS WILL READ
this thought-provoking message in top traffic publications. They'll discover another step forward in shipper service being provided by America's railroads.
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**UNLOADING AT DESTINATION.** Cartons averaging over 32-pounds each were stacked 5-feet high without restraining devices, yet not a single carton or its contents was damaged. Performance like this is exclusively P-S Hydroframe-60.

# DEMONSTRATION SHIPMENT OF PABST AND BLATZ BEER EARNS A BLUE RIBBON FOR ARRIVAL CONDITION...THANKS TO

# P-S HYDROFRAME-60

**FASTER UNLOADING.** Note how lading tiers have not been disturbed by the 992 mile journey. Cartons stayed square, tight and even . . . thanks to the 30-inch cushioning protection built into P-S Hydroframe-60 Box Cars.

## MIXED LOAD OF CANS, BOTTLES, AND NON-RETURNABLE BOTTLES ARRIVES 100% CLAIM-FREE!

Take 2079 mixed-size cases of beer, stack them in a P-S Hydroframe-60® Box Car, and send it from Milwaukee, Wisconsin, to the East Coast. What do you have at destination? "Best condition of arrival we've experienced", says the consignee, County Beverage Corporation, Newburg, Md.

Always striving to improve its distribution services, Pabst Brewing Company scheduled this demonstration run in a P-S Hydroframe-60 Box Car owned by Transport Leasing Company. The car was loaded without bracing or blocking of any kind . . . 67,786 pounds of cartoned Pabst Blue Ribbon Beer and Blatz Beer in returnable and non-returnable bottles and cans. An impact recorder was attached to the interior car wall as a double-check on performance, and with Hydroframe-60 thirty-inch cushioning the 992 mile run from Milwaukee to Maryland was made without a single recordable impact.

Day-after-day, for all types of lading, the patented* P-S Hydroframe-60 is delivering 100% claim-free shipments for more and more highly pleased users. Why? Because 60-inches of hydraulic cushion protection, 30-inches in each direction, drains off damaging impact forces . . . they never reach the load. Even unusual 10-11-12 mph shocks are fully and safely dissipated.

No matter what product you ship—fragile, bulky, irregular, mixed—there's nothing like the P-S Hydroframe-60 for assuring perfect delivery. For an illustrated brochure or information on equipment availability, call or write us today.

**ASK FOR THEM BY NAME . . . "P-S HYDROFRAME-60 BOX CARS". . . . FROM THESE SHIPPER-CONSCIOUS CARRIERS**

Atlantic Coast Line
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Gulf, Mobile & Ohio
Kansas City Southern
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Milwaukee Road
Missouri-Kansas-Texas
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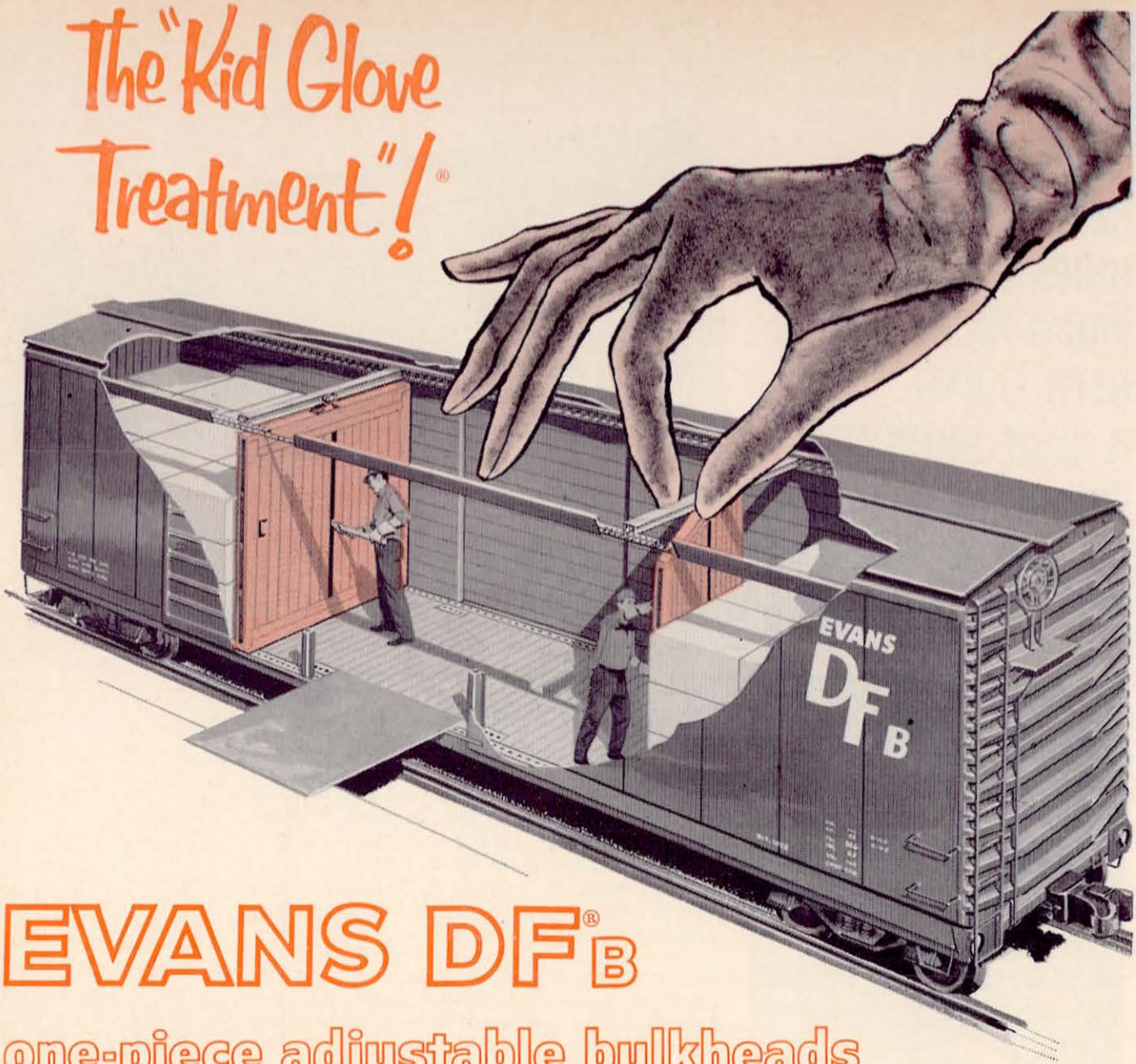
# The "Kid Glove Treatment"!®




# EVANS DF® B

## one-piece adjustable bulkheads

- FOR FASTER LOADING
- FOR PACKAGED AND PALLETIZED LADING
- VIRTUALLY ELIMINATES DAMAGE
- CUTS LABOR AND MATERIALS EXPENSE
- A ONE-MAN, ONE-LEVER OPERATION
- FOR USE IN PLAIN, REFRIGERATED OR INSULATED CARS

**DF B lightweight aluminum or steel bulkheads** travel quickly on overhead beam to brace loads anywhere in car. Bulkheads lock against either sidewall of car, giving lift trucks plenty of room to maneuver.

Shippers: get all the advantages of DF B bulkhead cars at no extra cost! Ask your railroad or write Evans Products Company; Dept. G10, Plymouth, Michigan.

**DF® B . . . FOR CONTROLLED PROTECTION OF LADING**

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EVANS PRODUCTS COMPANY
PLYMOUTH MICHIGAN

RAILROAD EQUIPMENT DIVISION

*(Manufactured and sold in Canada by International Equipment Company, Montreal)*

OPERATION SPEED-UP- 23

# C&O Has New TOFC Center

To give better service to its TOFC customers, and make better use of its TOFC cars and trailers, the Chesapeake & Ohio has opened a new "Piggyback Equipment Control Center" at Huntington, W. Va. The center can pinpoint piggyback arrivals on C&O lines and, through cooperation with other railroads, on other lines as well.

Even in its first few weeks of operation, the center has improved the supply of trailers and flat cars available at C&O piggyback ramps, and has enabled the railroad to handle the same amount of business with fewer trailers.

Supervised by D. W. Smirl, assistant manager of piggyback operations, and manned by piggyback equipment control clerks, the center operates 16 hr a day.

From information telephoned in from various ramps, an up-to-the-minute record of TOFC movements is maintained on a three-sided control board which shows at a glance the exact status of all trailers—out for loading, out for unloading, on hand for supply or en route from other ramps.

The control board is divided into ramp locations. Numbered plastic cards represent trailers and flat cars. Information written on a form attached to the cards provides a record of all movements and transactions. As each change occurs, it is recorded and the card is shifted to the appropriate slot on the board. Clerks wear telephone headsets so they can move freely to different sections of the board.

Different types of equipment are represented by differences in card color. White cards, for example, represent trailers assigned to C&O with a daily per diem charge; yellow cards indicate trailers assigned to C&O from a national trailer pool; orange cards mean trailers owned by other railroads.

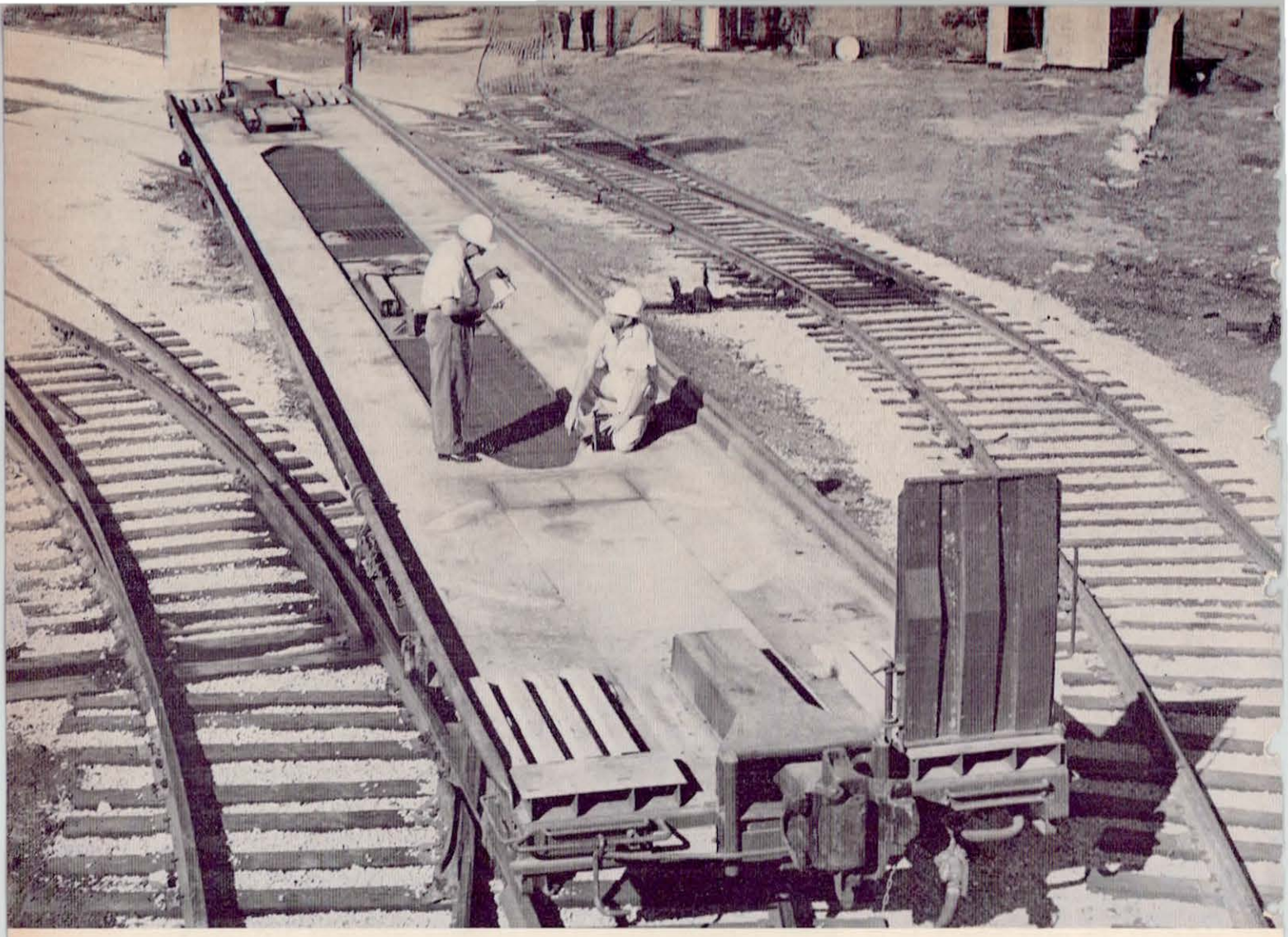
Trailer numbers are coded to show the type of trailer—e. g., its length, whether it has a closed or open top, etc.

With its readily visible records, the center is able to determine quickly when trailer supply at a given ramp is getting low, and to arrange for additional equipment. It can expedite return of equipment from connecting lines, or, during slack periods, save per diem charges by expediting release of equipment. The net results are improved equipment control, reduction of idle time, and increased return on investment.

Added dividends are better assignments of ramp loading and unloading crews, because each ramp knows specifically how many trailers it will receive; and better data for other departments of the railroad. The center, for example, sends copies of its information form to the auditor of revenues, the car accountant and the traffic department.

The center, patterned after methods used successfully by other railroads, is believed to be one of a relatively few such TOFC control centers in actual operation.

**BETTER USE** of TOFC cars and trailers is payoff in C&O's new "piggyback equipment control center," headed by D. W. Smirl, seated. Francis Adams (rear), piggyback equipment control clerk, posts on control board information received by telephone from one of the railroad's ramps.



# ACF Offers Low-Level Piggyback

A low-level car of unusual design is available for the booming piggyback traffic. The American Car and Foundry Division of ACF Industries, Inc., has introduced a new 89-ft production model with a spread center sill and a deck height of 31½ in., claimed by the builder to be the lowest flush deck car on the market for both TOFC and autorack service.

In announcing the new car, F. H. Boland, ACF vice president and division general manager, said the new design is both lower and lighter than ACF's former low-level model. Deck height is one inch lower, and weight has been reduced to 49,600 lb for the stripped car. Named the low-level Hitch Hiker, Model II, the new design will be ACF's standard production model for future orders of this car type.

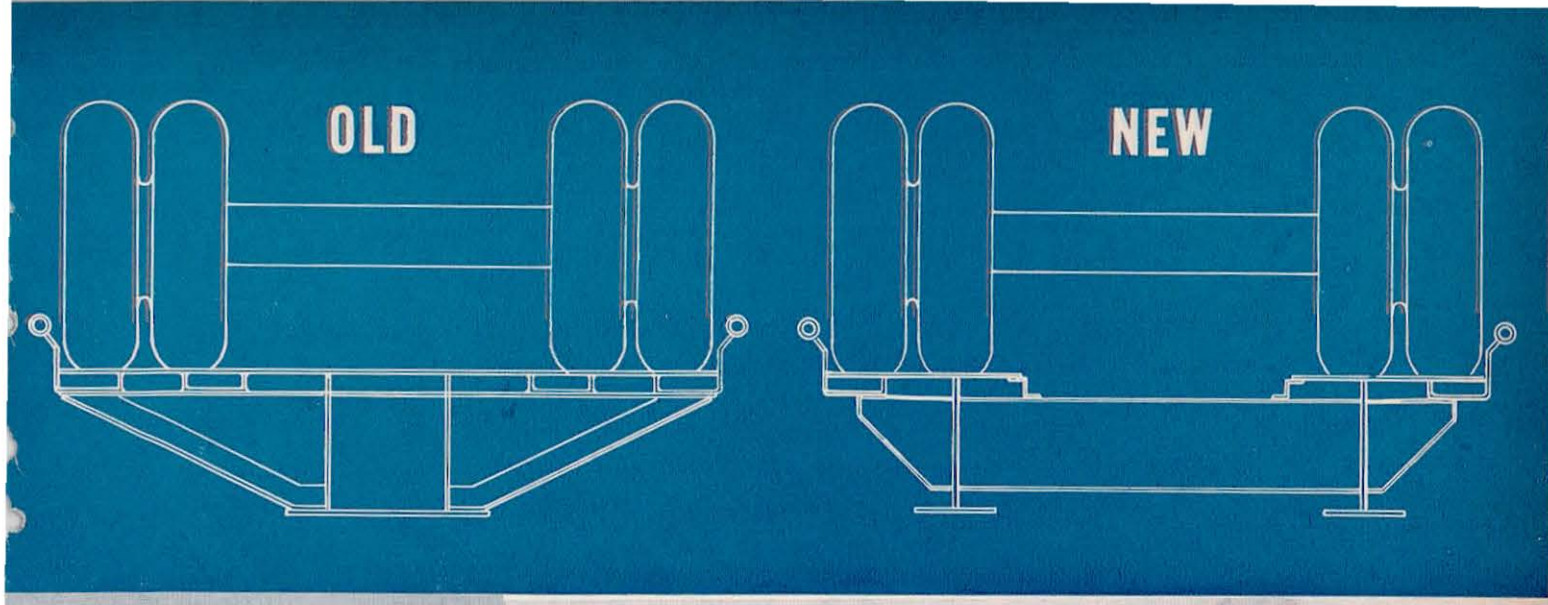
Along the middle 46½-ft section of the car length the center sill webs are spread to an inside dimension of 59½ in. This spread design was adopted to give direct support to the load-bearing areas, i.e., to be directly under trailer wheel loads. The builder also claims that the spread center sill increases the torsional rigidity of the car.

Evaluation of test data showed the design to give excellent performance. The comprehensive test and evaluation program included functional, static loading, road, impact, proof loading and fatigue tests. Throughout these tests the car was loaded with two identical 40-ft highway trailers weighing 65,000 lb each, representing an appreciable overload. The car was instrumented with approximately 180 strain gages bonded to the car structure, trailer hitches and truck springs. Accelerometers were also mounted on the car and trailers. The prime function of the instrumentation was to confirm the design assumptions and demonstrate that the car was suitable for service operation.

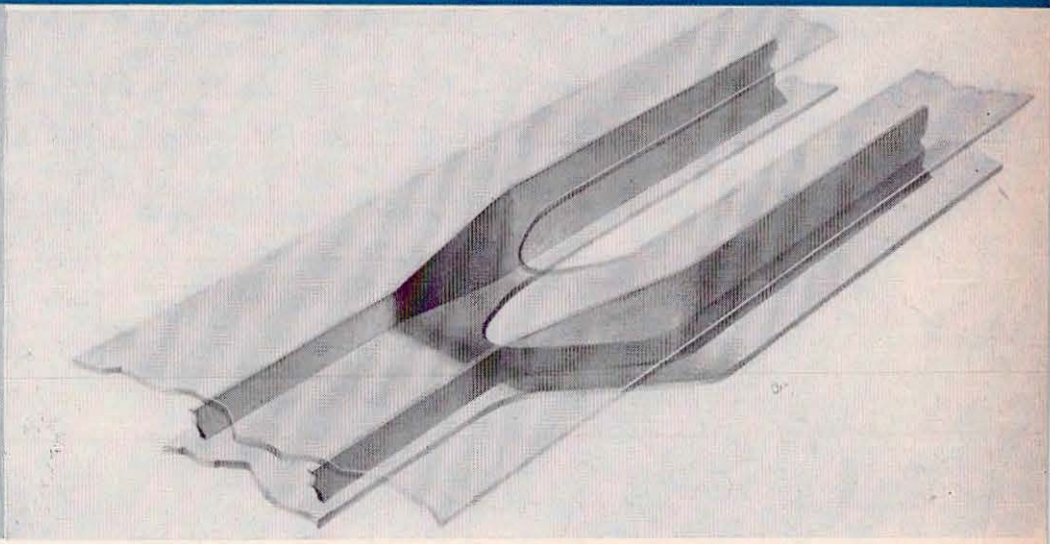
The functional tests proved that the car was correctly fabricated and fully operational. For the negotiability test one car truck was placed on a transfer table and the table moved to simulate a 23-deg 250-ft radius curve. There were no interferences. The car was then coupled to a locomotive and an N5-C caboose with 19-ft truck centers and pushed through a 375-ft radius curve, demonstrating the adequacy of the coupler swing.

For the static test the car was loaded with the two highway trailers. Strain gage readings were taken before and after loading so stress levels in the car structure due to loading could be computed.

The test car was coupled to a consist which included the ACF Research instrument car housing recording oscillographs, amplifiers and magnetic tape system. A 1,064-mile road test was conducted, on main line at various speeds to a maximum of 70 mph, and on dif-




Spread center sill along middle 46½-ft section of car length gives direct support to trailer wheel loads as shown in the diagram, above right. Center section of car is clear for application of any cushioning system. Phantom view at right shows wishbone construction at center-sill transition area between the bolster and center sections. Increase of two feet in truck centers results in less end overhang and reduces coupler swing.



# Car With New Design Features

ferent branch line trackage, which produced excessive bounce and roll conditions. Approximately 600 recordings of the instrumentation were made throughout the test. From the test data the car's operating behavior could be determined, and parameters obtained for the fatigue test.

In impact tests the car was struck by a gondola car loaded with 171,000 lb of steel ingots at various speeds to duplicate conditions found in service.

A second car had been built for the fatigue test. The car was loaded with the same 40-ft trailers used on the first car. The car was instrumented with 30 strain gages in identical locations as on the first car, so that stress levels on the second car undergoing the fatigue test could be directly compared with those on the first car under road test conditions. For the fatigue test, a stress spectrum was computed from the road test data for a given area of the car. A stress level was then selected and the car excited at the amplitude and frequency to produce the requisite stress level. The car was subjected to three million cycles—representing ten years' service life at the above-average stress levels on the car produced by the road test program. Thus the car received a simulated accelerated service life, so any possible fatigue areas could be rectified.

Three design changes were made to avoid high stress concentrations at the center-sill transition area (wishbone) which connects the fish belly and bolster sections. A wishbone-shaped bottom cover plate is tailored to smooth out stress flow and produce minimum stress concentration. A tongue-shaped doubler plate has the dual function of strengthening the bottom cover plate and distributing the stresses uniformly. Lastly, the floor opening is tapered to a circular termination to keep the stress level down.

Another design feature is the pressed-channel diaphragm (crossbearer) with top and bottom flanges to resist flexure bending stresses produced by lateral acceleration of trailers. It has round corners to smooth stress flow and two cantilever end pieces which serve as load-carrying members.

Riser boards have been eliminated in this Hitch-Hiker model because the trailer hitches are recessed 3 in. The boards raised the tractor and trailer chassis sufficiently to clear the trailer hitches during loading and unloading. The result is a smooth flush deck.

With the 31½-in. floor height the flanges of the 28-in. wheels would cut into the floor plate unless measures were taken to correct the condition. Over each wheel an oblong dimple has been pressed into the floor plate to produce the required clearance. They are dimensioned and located to meet the worst conditions of track curvature and truck spring deflections encountered in service. To stiffen the area a channel is installed on each side of each dimple.

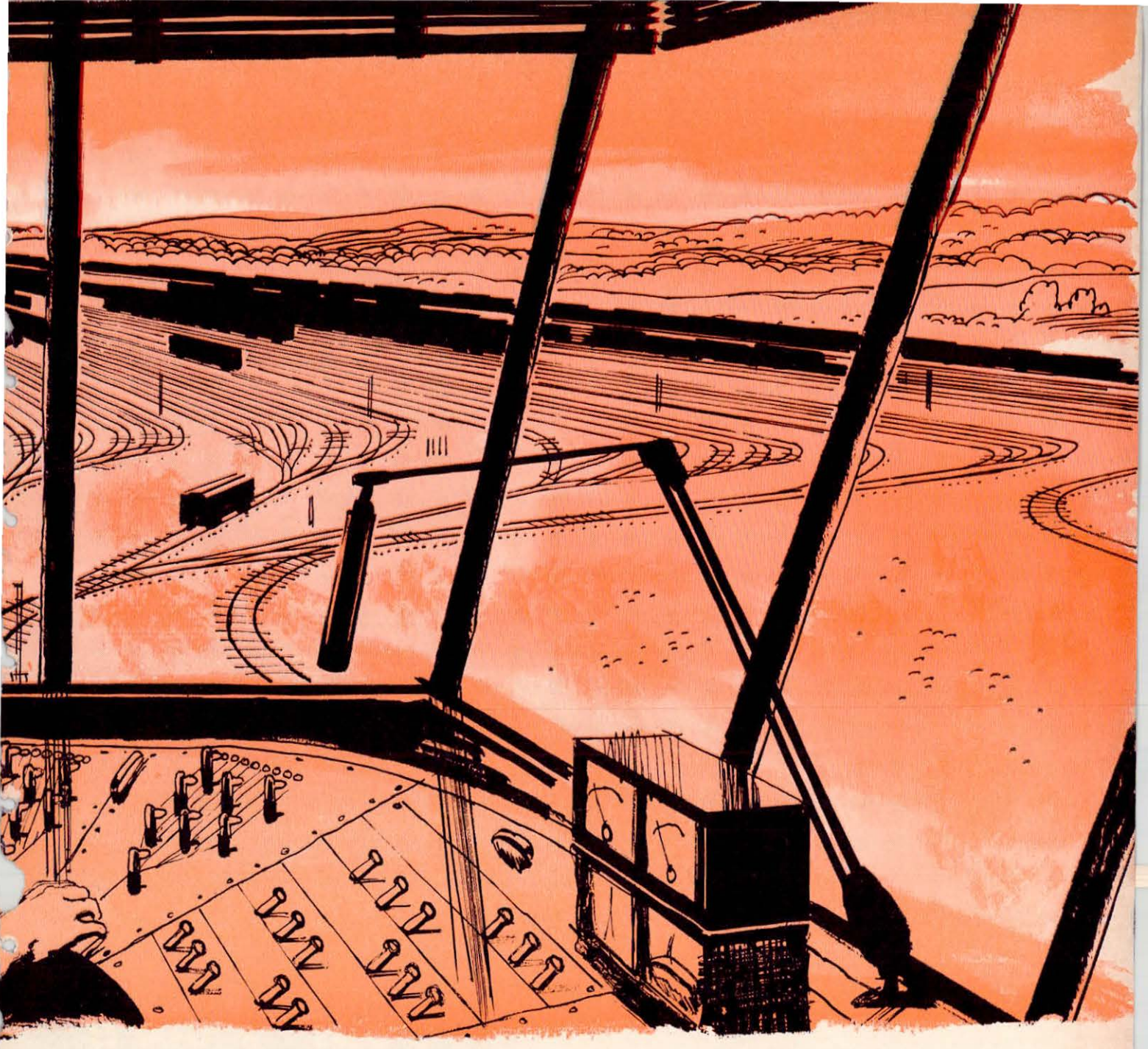
# The "pushbutton" freight yard has more than proved itself with the NEW YORK CENTRAL

In its few short years of operation, the New York Central's Robert R. Young Yard at Elkhart, Indiana, has truly demonstrated the merits of automation. With this freight classification yard alone, the Central has cut the transit time on its East-West traffic by as much as sixteen hours.

After all the studies had been completed, the Central drew up specifications for a freight classification yard: The yard would have to be the most modern and efficient anywhere. It would have to be able to dispatch cars faster than ever before and operate at maximum efficiency. It must utilize the latest in control and communication techniques.

The Young Yard serves as the principal hub on the busy Central route. It is located at Elkhart because the Detroit and Canadian lines, the Lake Shore route to the East, the main line from Chicago and the Kankakee Belt all come together at this strategic point.

The cost of the yard's construction came to some $14 million. The yard itself covers 675 acres, contains 96 miles of track and has a capacity of 7,873 cars. Electronic equip-



ment includes the world's largest, single-purpose, privately owned computer. The unit does much of the thinking and most of the work in sorting out the various consists.

All of the switching is done automatically through the use of electronic "brains" or memory units as the Central calls them. Next, radar supplies data to a computer which automatically applies the right braking action as the cars roll down the hump. This kind of soft-touch coupling has cut to a minimum damage to lading and equipment. Even television plays a part in the operation of the Young Yard. A closed circuit TV camera monitors all inbound train consists for car numbers for making up switching lists.

Additional yard efficiency is gained through the use of an extensive paging system in the yard and buildings and walkie-talkies. Even car delays have been minimized by assigning two tracks specifically for this purpose and maintaining round-the-clock repair service.

Today, as never before, imagination, research and engineering are a vital part of modern railroading. The Robert R. Young Yard is just one of the many improvements that the New York Central has made.

The New York Central Railroad is another example of a company working to improve its operations so that it may better serve the needs of its customers. The American Oil Company is honored to be a supplier of petroleum products to the New York Central.

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# Cars made with Reynolds Aluminum . . .

## . . . carry coal with 40% more payload

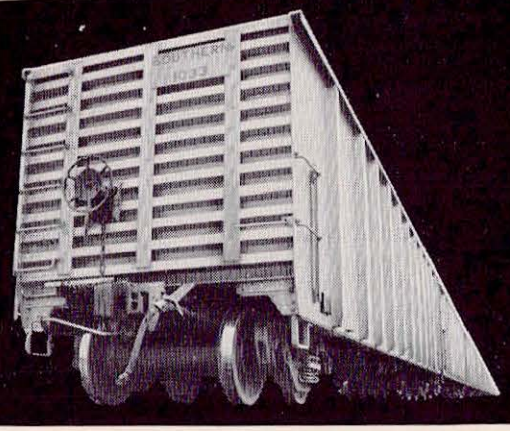
## . . . . . carry chemicals that steel can't handle economically

## . . . carry corn at lower costs

**Why Aluminum Cars?**

1. Aluminum cars are lighter, easier to handle, and offer bigger payload capacities.
2. Aluminum cars need little or no maintenance, will never rust.
3. Aluminum cars haul corrosive cargos that can't be hauled economically in steel cars; they reduce cargo contamination, increase cargo protection.
4. Aluminum cars offer no special fabrication problems.

Southern Railway's gondolas made with Reynolds Aluminum haul 100 to 110 tons of coal each . . . as compared to the conventional steel car's 70 ton capacity. And because they're aluminum, these gondolas resist abrasion, are clean dumping, need no protective maintenance.



GATX tank cars made with Reynolds Aluminum are the practical solution to hauling highly corrosive ammonium nitrate fertilizer for Armour & Co. Aluminum is immune to this corrosion. Steel tank cars need expensive protective coatings, and stainless steel cars cost more than aluminum. Aluminum also protects chemical cargos with its high reflectivity, high thermal conductivity, and non-sparking properties.

Southern's "Big John" hopper cars made with Reynolds Aluminum haul 100 tons (and more) of corn each. This is twice the capacity of a conventional steel car . . . and enables Southern to offer greatly reduced freight rates for hauling grain. The resulting savings will be of ultimate benefit to everybody concerned.

Versatile aluminum is also used in car doors, flooring, roofs, inner-liners, containers, bulkheads, and crossmembers—to cut deadweight and maintenance costs, and increase payload capacity.

For any railroad application, Reynolds offers design and technical assistance . . . plus the highest quality aluminum. Get information from your local Reynolds office, or write direct to *Reynolds Metals Company, P. O. Box 2346-TM, Richmond 18, Virginia.*

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**REYNOLDS ALUMINUM**

# Limited Role for Monorail?

Will monorail play a major role in future rapid-transit systems in America?

Walter J. McCarter, general manager of the Chicago Transit Authority and president of the Institute for Rapid Transit, is doubtful.

"While having proved itself as a special purpose operation, the monorail cannot be expected to find extensive application in most American cities because of certain engineering, operating and economic factors," said Mr. McCarter following a tour of the monorail at the Seattle World's Fair.

The 1.2-mile Seattle monorail, built at a cost of approximately $4,200,000, extends from downtown Seattle to the fair grounds.

"It is obvious that this monorail installation has demonstrated to millions of visitors to the Seattle World's Fair, many of whom have never been exposed to any form of rapid transit, the advantages of private right-of-way transportation in congested areas," said Mr. McCarter. It has been helpful to transit planners, he added, in proving three major points:

(1) That monorail can provide a special purpose rapid transit operation, such as related to a World's Fair or a major amusement park.

(2) That a modern elevated structure, such as that on which the Seattle monorail operates, can be designed as an "esthetic facility readily accepted by the general public."

(3) That an exceptionally quiet operation, such as that achieved by the Seattle monorail, "would certainly add to the attractiveness of the rapid transit ride."

Monorail's serious drawback, said Mr. McCarter, is its "incompatibility with existing systems. It cannot be operated over the right-of-way of the conventional rapid transit systems."

This incompatibility, in Mr. McCarter's view, would make it infeasible from both engineering and cost standpoints to coordinate or integrate the monorail with the tri-level features of the elevated, open-cut or ground-level, and subway facilities of most existing rapid transit systems.

"This tri-level operation of two-rail rapid transit represents a long established trend that can be expected to find even broader applications both with cities planning to extend their systems and with those constructing rapid transit facilities for the first time."

He added that while the cost of the modern elevated structure for any type of monorail may be less than the standard type, the costs for monorail in open-cuts or subways would be substantially greater than for the traditional two-rail operation.

Whether monorail is a faster operation is "purely academic," he said.

"Speed is simply a matter of the application of power. We already have developed two-rail rapid transit cars with speed capabilities in excess of 70 mph."

From an engineering standpoint, said the IRT president, monorail poses a difficult problem of switching. He noted that monorail switching is "not impossible, but it necessitates the moving of the structure."

"In any mass rapid transit system, switches are unavoidable. The Alweg Corporation, which built the Seattle monorail, proposes either the shifting of a straight beam or a flexible beam for road operation and the use of a transfer table for yard storage. We do not question that this can be done, but the installation would be heavy, expensive, and much slower than conventional switching methods."

Mr. McCarter also said that monorail's rubber tires make for more friction than the steel wheels of two-rail cars and thus require greater use of power."

He pointed out that IRT has filed with the Transportation Division of the Housing and Home Finance Agency a proposal for a major government-industry research project in some large city to bring about a substantial reduction in noise and to develop elevated structures, stations, new fare collection facilities, and newly designed trains for two-rail transit operations.

# British Planning Major Rail Changes

Britain's ailing railways may have a healthy future—under a new law which gives them almost complete rate-making freedom and releases them from the obligations of a common carrier. The British Transport Commission has come up with a five-point plan for strengthening the industry under the new ground rules. Essentially, it involves getting rid of little-used, costly services and facilities and concentrating on those operations which have the greatest growth potential. Coordination of rail and truck services will be emphasized; so will be large-scale abandonments of branch lines, small stations and other deficit-producing operations.

The Commission proposes that:

- British Railways will concentrate on moving volume traffic at high speeds between a few hundred major stations.
- Fleets of trucks will handle assembly and distribution of freight, using the major station points as bases. Time-consuming switching at initial, intermediate and final terminals will be eliminated, or greatly reduced.
- Special trains will be provided for companies which ship regularly and in large quantities (BTC even proposes painting the trains in the customer's colors).
- Railway sales forces will be upgraded. Their efforts will be aimed mainly at the country's biggest industries—particularly those with regular volume movements from factories to regional distribution centers.
- Thousands of miles of little-used track will be abandoned, hundreds of small stations will be closed, marginal passenger operations will be dropped. All lines carrying less than 5,000 tons of freight or fewer than 5,000 passengers a week are likely to be abandoned unless studies now under way indicate that improved service could increase traffic.

This last provision may be the one that creates the biggest problem. Final decision on abandonments will be the government's—and it may be that some lines will have to be subsidized unless and until alternative transport services can be made available.

Union leaders are avoiding outright opposition to the plan—but, while they recognize the need for trimming the fat away from system operations, they're demanding better terms than have been proposed on behalf of the employees who will be cut loose. Indications are that as many as 150,000 employees may be classed as "redundant."

BTC's five-point plan is based on two surveys—one covering density and distribution of traffic, the other analyzing transport needs of British industry. The first study showed that 95% of all rail traffic is concentrated in 50% of British Railways' 18,400 miles of line. The shipper survey, soon to be released, indicated that the rail traffic growth potential lies in industries served by main lines rather than by branch lines.

BTC's chairman, Dr. Richard Beeching, is confident that the five-point program can lift the burden of heavy deficits from the nationalized carriers. In a recent interview with the London Sunday Telegraph he commented: "Our aim is to increase the total service provided by the railways while getting rid of little-used and more costly parts of it. We shall provide more and better services for industry on the rest. Freight is the most important thing. As a result of our researches I am confident we can win millions of tons of freight back to rail."

Actually, the program won't be BTC's to progress. Under the 1962 Transport Act, BTC goes out of existence Jan. 1, 1963. The rail and other facilities it now operates will be parceled out to four new boards: the Railways Board, London Transport Board, British Transport Docks Board and British Waterways Board. In addition, the act sets up a Transport Holding Company, which will have controlling stock interest in British Road Services and several other truck and bus operations now under the BTC.

Only when the railways make rates competitive with coastwise shipping lines must they come under rate control (by the Minister of Transport). The act says the Railways Board "shall have the power to demand, take and recover such charges for their services and facilities, and to make the use of those services and facilities subject to such terms and conditions, as they think fit."

Moreover, the Board is not required "to afford reasonable services and facilities," nor may it be called upon to revive rail freight charges on complaint of competitors or customers.

The Railways Board is authorized to continue highway operations long associated with its railway operations—but those acquired by the BTC since nationalization of the railways will be transferred to the Holding Company.

The Railways Board will have jurisdiction over all railway operations except transit and commuter lines which are assigned to the London Transport Board.

The Railways Board consists of a chairman, one or two vice chairmen and 10 to 16 additional members.

## Ballad of the Eerie Canal

The grand dreams of canal-builders don't fade away—they keep coming back as nightmares to railroad men.

Western Pennsylvania and Ohio railroads recently had to rally for the umpteenth time against construction of a canal to link the Ohio River with Lake Erie. And now upstate New York carriers—particularly the Delaware & Hudson—are threatened with a revised proposal to dredge a waterway for ocean-going ships between the St. Lawrence River and the Hudson.

D&H President J. P. Hiltz, Jr., took sharp issue with canal advocates in testifying recently before the New York Joint Legislative Committee on Commerce and Economic Development. He saw at least five "disastrous effects" upon communities in the Lake Champlain valley if the waterway is built:

- "The complete abandonment of the north end of the D&H due to the erosion of the cream of the railroad's freight traffic to subsidized water transportation."
- Abandonment of certain parts of the New York Central in the area between Montreal and Ogdensburg, N. Y.
- "A general deterioration of all railroads in the affected area because of diversion of traffic which is already much too lean for their economic health."
- Ruination of the Lake Champlain industry with the greatest potential—recreation.
- Invasion by foreign industry of the markets now served by the "small amount of industry presently flourishing" in the district.

D&H itself, Mr. Hiltz declared, would be faced with loss of traffic in the two commodities—newsprint and iron ore—which keep the north end of the road going. Newsprint alone, he noted, accounts for 10% of system revenues and more than 50% of revenues from north-end operations.

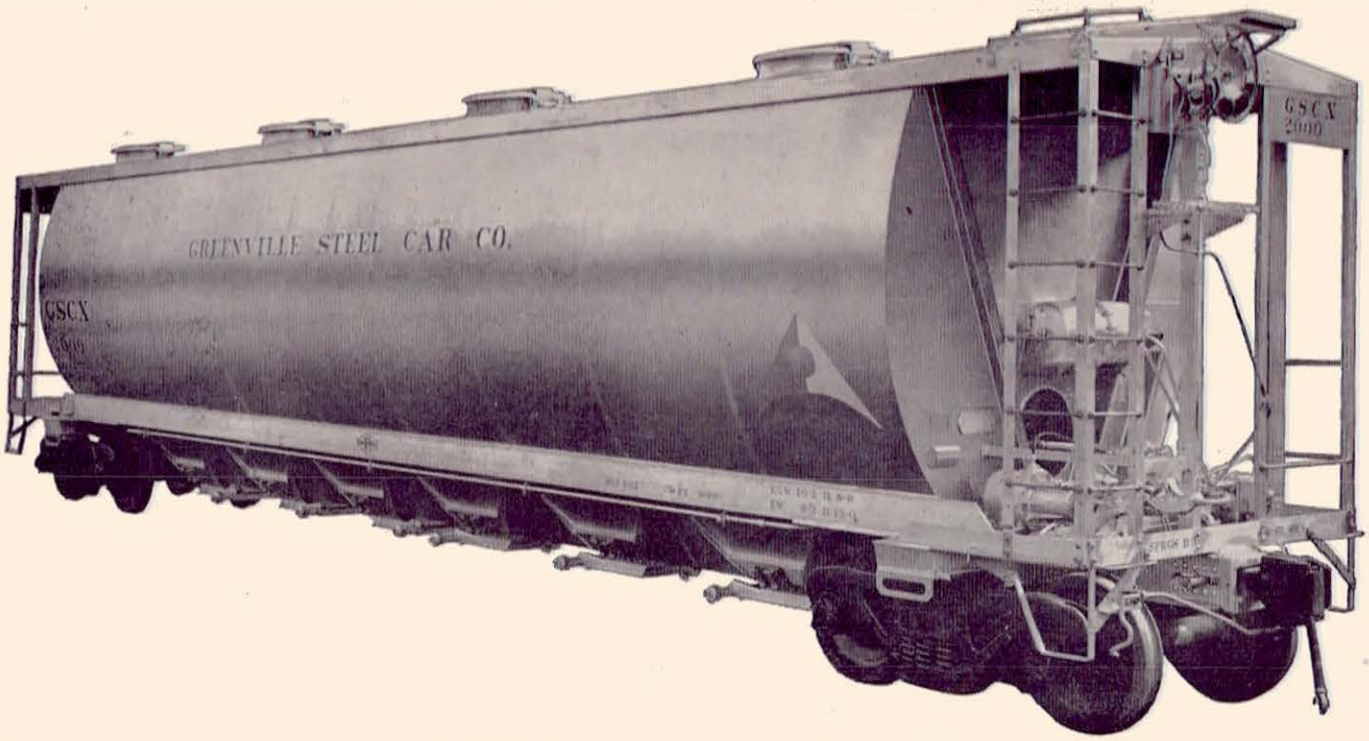
Both newsprint and ore, he pointed out, "are readily susceptible to diversion to subsidized water transportation (and) with this important traffic lost, the continuation of rail service on the north end of the D&H would be an economic impossibility. In fact, the loss of this traffic might very well change the economic picture on the entire D&H system to the extent where the continuation of service on other portions of the system might be seriously jeopardized."

And if the north end were abandoned? "Lake Champlain communities would lose rail transportation entirely and would be at the mercy of trucks, without serious competition, and water transportation which would be available only nine months per year. In addition, these communities would lose the $787,838 per year which the D&H pays in real estate taxes in the affected area and the $3,604,919 which D&H annually pays its 582 North Country employees in wages. Instead they would gain the bilge pumpings, garbage, oil sludge, sewage and the whistle salutes of the barges and ships as they pass by on their non-stop trips between the St. Lawrence and New York City."

Mr. Hiltz emphasized that "there is no dearth of transportation facilities serving the Champlain Valley from Albany to the Canadian border and beyond. In fact, the present railway, waterway, highway and air transport services . . . are not patronized to anywhere near their full capacities. Each of these modes of transportation could handle many, many times its present traffic with no strain upon its facilities. To say, therefore, that additional or enlarged transportation facilities would be helpful to the development of the economy of the area is to ignore the existing facts and indulge in fantasies bearing no relation to the realities of the situation."

Industrial growth, he said, hasn't been hampered by lack of transportation quality or quantity.

The Champlain project would involve deepening two existing canalized waterways, the Richelieu River and the Champlain Division of the New York State Barge Canal (or it could involve entirely new canals on different routes). The plan was rejected as economically unfeasible by the International Joint Commission in 1937—but the commission suggested that new studies be made after completion of the St. Lawrence Seaway. Advocates of the canal, D&H notes, have been busy in recent months, and have succeeded in prompting a new study.

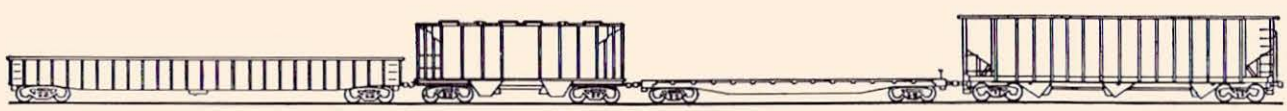



# 4,000 CU. FT.-100 TON CAPACITY 28,000 POUNDS MORE PAYLOAD in this aluminum, tank hopper car

How much more revenue can you realize with this lightweight, rugged new car from Greenville? Weight savings give you an extra 28,000 pounds of cargo in traditional covered hopper space... 13,000 pounds more than other aluminum cars. Even better... costly painting, lining and relining jobs are eliminated. Foodstuffs... grain... malt... all travel in dry, sanitary compartments and unload clean and fast in a third of the time required with conventional covered hopper cars. Want the facts? Drop a note to Greenville today. See for yourself how this car can dramatically increase your payloads on almost all dry, bulk commodities.

**GREENVILLE** GREENVILLE STEEL CAR CO.

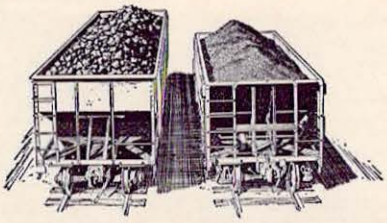
GREENVILLE, PENNA. *Subsidiary of Pittsburgh Forgings Company*



# *IN SIGHT* Using lignite to ignite a bright future for taconite *GN sponsored research makes new progress in gasifying coal to beneficiate low-grade iron ore*

Imagine me—Rocky, the Great Northern goat—going to college! But in a way I *am*. 'Cause keeping up with the projects GN's Mineral Research and Development Department is working on with two universities is like "cramming" for an exam!

It's all got to do with the minerals you see here.



## Lignite and taconite—they can do great things together

Lignite is what the mineral experts call a "fossil" fuel. And there are some 350 billion tons of it under vast areas of North Dakota. Taconite, on the other hand, is an ore of relatively lower iron content from the famous Mesabi Range up in Northern Minnesota. Before it can be used efficiently in steel-making it has to be "beneficiated." (See, I *do* go to college!)

Since GN serves these states, we're naturally interested in furthering the future of lignite and taconite. So we've sponsored separate, yet related research projects at the Universities of North Dakota and Minnesota.

And there's been a real breakthrough—in the form of an economical new process to gasify lignite. This not only can help in "roasting out" pellets of high-iron content from taconite, but has potential for a variety of industrial uses as well. Semi-pilot plant runs have been successful, so our hopes are high. Like to stay posted on this research and development of a new source of energy and ore? Write GN's man in charge, Al Haley.

---

*And now for a "re-run" of a little essay that's dear to the hearts of our apple-producing friends out in the State of Washington. Object, of course, is to remind you that GN refrigerator cars are hustling a new crop of those Wenatchee Valley beauties towards your grocer right now!*

## What is an apple?

It's what small boys shinny up trees after . . . and when one fell down on an Englishman's head several centuries ago, it led to Newton's law of gravity and a new age in science. It tells teacher she's "favorite" . . . and its blossoms tell poets and songwriters and young lovers it's Spring.

An apple is cider, sauce, butter, dumplings, pie and pan dowdy . . . and about 90 calories. It gets bartered for, begged for and bobbed for . . . sliced, diced, sealed, peeled and "polished". It gets cooked, candied and carameled . . . but mostly, just plain chawed and chomped on. It goes into bushel baskets and picnic baskets . . . lunch boxes, sacks and fruit stand racks . . . and into policemen's pockets. It keeps the doctor away . . . and brings kids in from play . . . and shows up in their cheeks.

An apple is as old as Adam . . . yet it's always news when the "crop's in". And when it's the Wenatchee Valley crop, that's *exciting* news . . . to the whole apple-lovin' world!

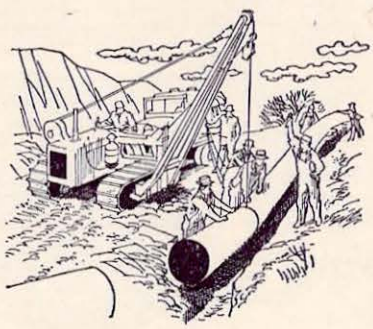
---

*I've just asked our artist to draw a streak of lightning. Then, I'll be all set to tell you how . . .*

## GN's new lightning-fast car reporting system steps up freight movement

When you're moving freight across a transcontinental route—and you're out to do it with speed and efficiency—you'd better have a Central Car Bureau that's set up for almost *instant* communications. That's why more than six years ago GN started building a whole new system for locating and reporting freight cars—an electronic network that now laces together 15 yards, our headquarters and 45 local traffic offices across the nation.

So when you're shipping Great Northern, and you want to know *where* your freight car is, *when* it will arrive—or you want to *divert* your shipment—just check your GN traffic representative. His answers will be fast, accurate and complete.



## GN goes "underground" to speed crude oil to market

Just being completed is a 350-mile pipeline from Lignite, North Dakota to Clearbrook, Minnesota via Minot, Devils Lake and Grand Forks. The project—a joint venture of Great Northern Railway and the Hunt Oil Company—will "streamline" the flow of crude oil from North Dakota's Williston Basin to midwestern and eastern markets.

Operation will be handled by the Portal Pipeline Company, and GN's 50-mile gathering line for crude oil from fields north of Minot will feed the line.

Just goes to show how *efficiency*-conscious we can get when it comes to moving the great natural resources from our region to ultimate markets.

## Snow's here . . . and so are the skiers at Montana's Big Mountain

"The finest, most plentiful year-around snow conditions in the West!" That's what veteran ski buffs say about the Big Mountain, high up in the Rockies just west of Glacier National Park at Whitefish, Montana.

Not just once, but *three* times this magnificent mecca has been chosen for the U.S. National Ski Championships—and this year the Big Mountain hosted the National Junior Championships. Everything from powder snow, 23 great runs and a 6,800 ft. double chairlift to mild 22° temperatures, Alpine lodging and Western hospitality awaits you.

And you just never saw a skier's paradise so easy to reach. GN's incomparable Empire Builder and fast, modern Western Star take you *direct* to Whitefish—right at the foot of the mountain! For free folder and thrifty "Ski Fun Weeks" package rates write to GN's Passenger Traffic Manager, K. C. Van Wyck, St. Paul—or to Ed Schenck at Whitefish, Montana. See you on the slopes!

## Wanted: "Pen pals"

Honestly, we'd climb the highest mountain in the whole West just to show you how deep-grained GN's habits of *progress* and *service* are. Drop us a line and see!

**Shipping or receiving freight?** Write to G. D. Johnson, General Freight Traffic Manager.

**Business opportunities? Crop information?** E. N. Duncan, Director of Industrial and Agricultural Development, will bring you up to date.

**Taking a trip?** Contact K. C. Van Wyck, Passenger Traffic Manager—or your local GN ticket or travel agent.

**Mineral matters?** Write to A. J. Haley, Director of Mineral Research and Development.

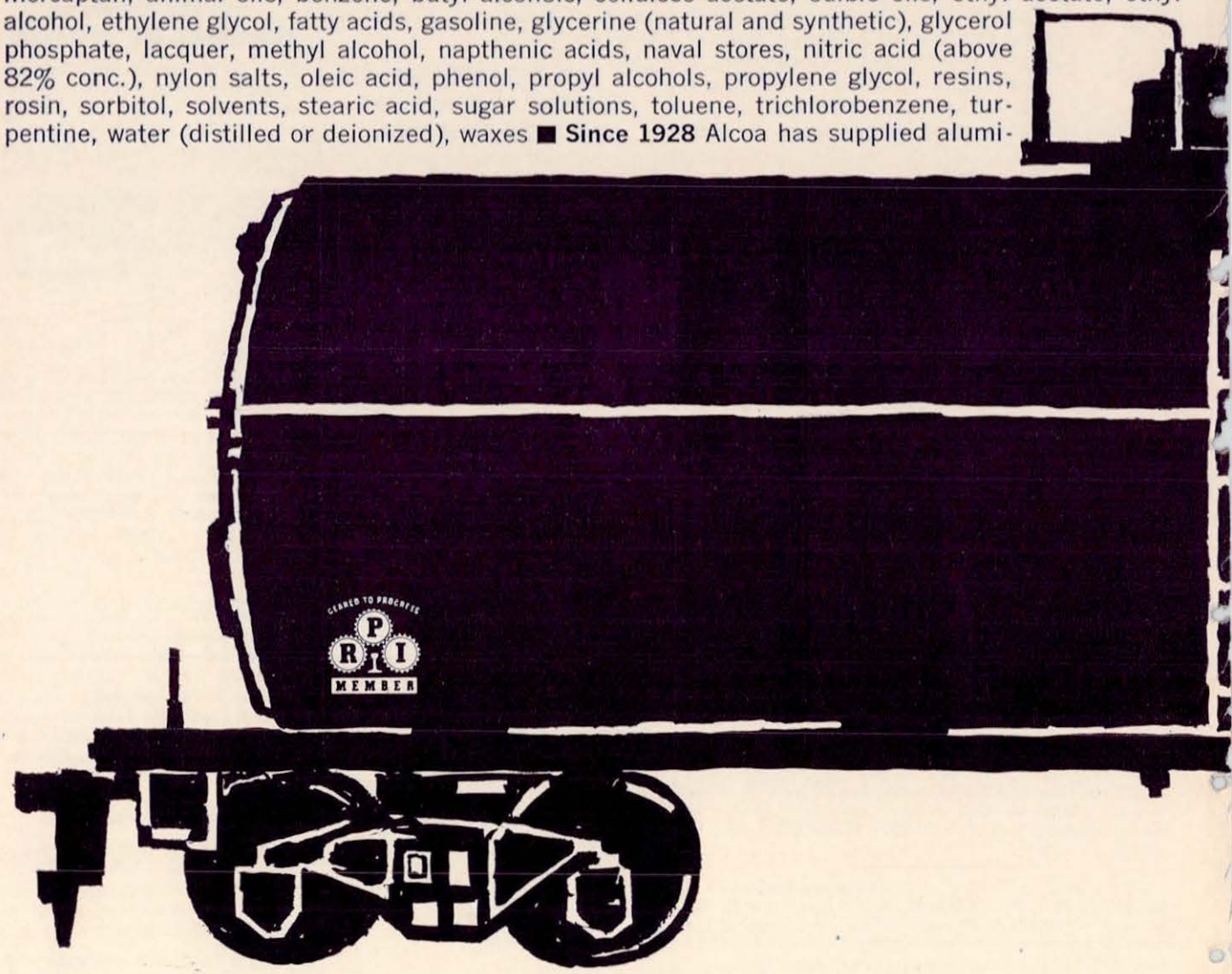
**Great Northern Railway**

GREAT NORTHERN RAILWAY

175 E. 4th St.,
St. Paul 1, Minn.
*Offices in principal cities of the U.S. and Canada.*

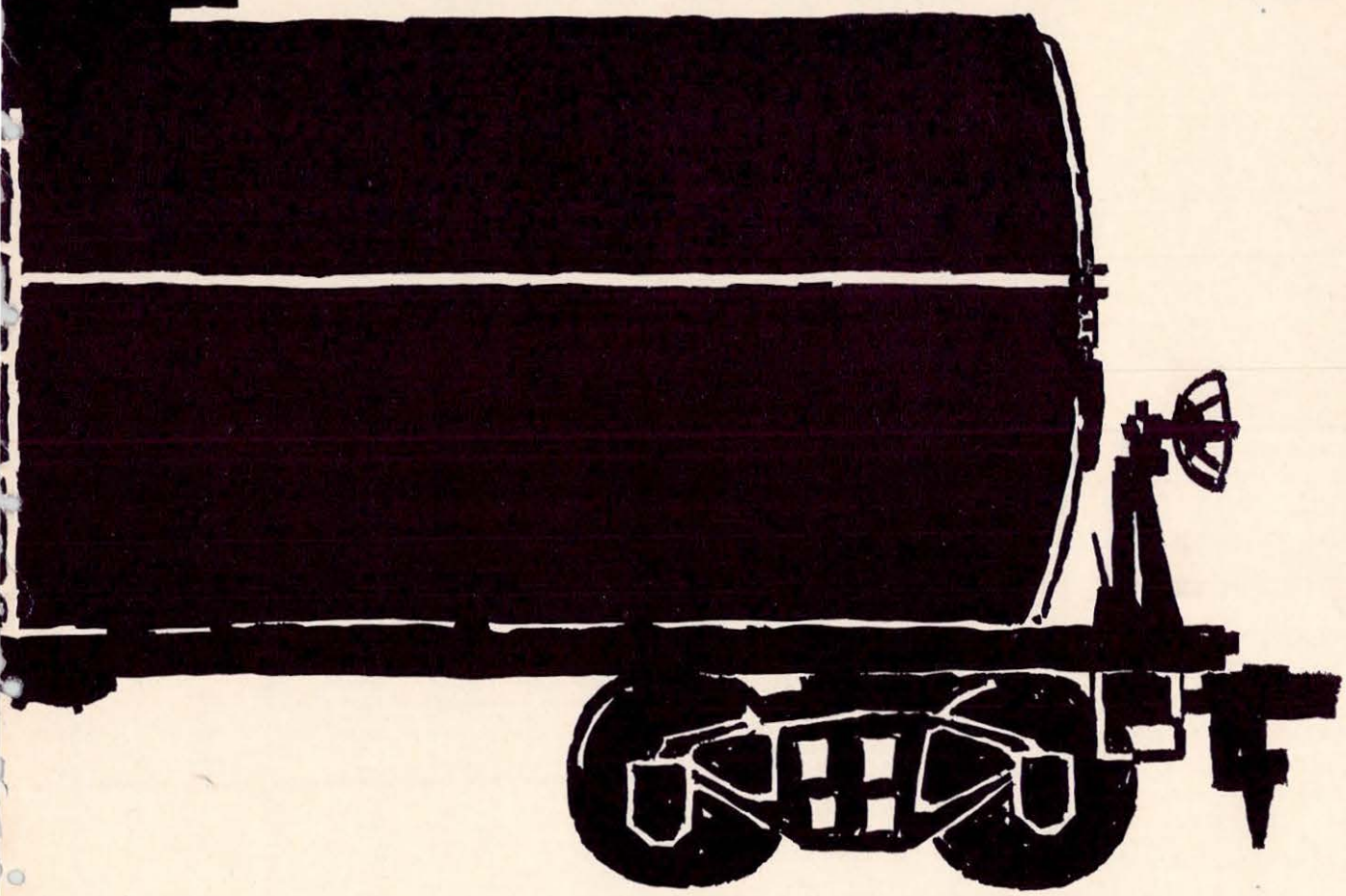
# *tank cars of Alcoa® Aluminum need no liners to carry:*

acetaldehyde, acetic acid (glacial), acetic anhydride, acetone, acrylic acid (glacial), acrylonitrile, adipic acid, ammonium carbonate, ammonium nitrate solutions, ammonium thioglycolate, amyl mercaptan, animal oils, benzene, butyl alcohols, cellulose acetate, edible oils, ethyl acetate, ethyl alcohol, ethylene glycol, fatty acids, gasoline, glycerine (natural and synthetic), glycerol phosphate, lacquer, methyl alcohol, napthenic acids, naval stores, nitric acid (above 82% conc.), nylon salts, oleic acid, phenol, propyl alcohols, propylene glycol, resins, rosin, sorbitol, solvents, stearic acid, sugar solutions, toluene, trichlorobenzene, turpentine, water (distilled or deionized), waxes ■ **Since 1928** Alcoa has supplied alumi-



num to build over 4,000 tank cars. None of these cars required liners to carry the ladings listed. When you figure that liners cost up to $1,000 apiece and have to be replaced as often as twice a year, imagine how much you can save on aluminum cars. Because they're so compatible with ladings, aluminum tank cars make change-overs quickly. Easy to clean. Eliminate lading contamination. Because they're so lightweight, they save operating costs—especially in the 20,000- and 30,000-gallon capacity cars.

■ America's railroads and car builders have worked closely with Alcoa on developments like this, giving shippers better service at lower costs. Shippers keep abreast of these advances through advertisements like this which disseminate news of mutual interest. Our experience is *yours* by contacting your nearest Alcoa sales office, or by writing Aluminum Company of America, 1760-K Alcoa Building, Pittsburgh 19, Pennsylvania.



*Alcoa Aluminum earns more by carrying more!*

**ALCOA ALUMINUM**

ALUMINUM COMPANY OF AMERICA

Entertainment at Its Best . . . **ALCOA PREMIERE**
Presented by Fred Astaire . . . Thursday Evenings, **ABC-TV**

# Freight Operating Statistics of Large Railroads—Selected Items fo

| Region, Road and Year | | Miles of road operated | Locomotive Miles: Train miles | Locomotive Miles: Principal and helper | Locomotive Miles: Light | Car Miles: Loaded (*thousands*) | Car Miles: Per cent loaded | Ton-miles (*thousands*): Gross excl.locos & tenders | Ton-miles (*thousands*): Net rev. and non-rev | Road-locos. on lines: Serviceable: Unstored | Road-locos. on lines: Serviceable: Stored | Road-locos. on lines: B.O. | Road-locos. on lines: Per cent B.O. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New Eng. Region | Boston & Maine | 1962 | 1,538 | 666,855 | 667,831 | 10,707 | 23,178 | 59.7 | 1,760,213 | 742,616 | 72 | .. | 7 | 8.9 |
| | | 1961 | 1,547 | 649,931 | 652,900 | 12,065 | 23,037 | 58.9 | 1,749,054 | 725,706 | 76 | 3 | 13 | 14.1 |
| | N. Y., N. H. & Htfd | 1962 | 1,713 | 681,777 | 681,811 | 34,225 | 24,823 | 62.1 | 1,734,721 | 722,753 | 63 | .. | 13 | 17.1 |
| | | 1961 | 1,717 | 662,326 | 662,370 | 32,304 | 25,296 | 60.6 | 1,759,975 | 705,308 | 62 | .. | 18 | 22.5 |
| Great Lakes Region | Delaware & Hudson | 1962 | 763 | 458,269 | 459,644 | 1,378 | 21,311 | 62.8 | 1,562,594 | 776,522 | 34 | .. | 9 | 20.9 |
| | | 1961 | 763 | 449,398 | 451,713 | 2,339 | 20,562 | 61.2 | 1,510,264 | 732,267 | 30 | .. | 12 | 28.6 |
| | Erie-Lackawanna | 1962 | 3,045 | 2,261,230 | 2,276,393 | 65,489 | 106,996 | 65.1 | 7,520,122 | 3,029,070 | 231 | 7 | 14 | 5.6 |
| | | 1961 | 3,077 | 2,262,006 | 2,277,681 | 55,632 | 110,496 | 65.2 | 7,155,153 | 2,763,702 | 236 | 6 | 10 | 4.0 |
| | Grand Trunk Western | 1962 | 946 | 588,935 | 588,951 | 3,358 | 19,695 | 57.1 | 1,442,644 | 562,885 | 39 | .. | 3 | 7.1 |
| | | 1961 | 946 | 524,551 | 524,806 | 3,116 | 18,019 | 57.7 | 1,310,997 | 514,625 | 32 | 11 | 1 | 2.3 |
| | Lehigh Valley | 1962 | 1,107 | 511,435 | 515,773 | 5,331 | 22,038 | 63.4 | 1,572,853 | 722,057 | 31 | .. | 3 | 8.8 |
| | | 1961 | 1,114 | 507,126 | 510,972 | 8,199 | 21,397 | 62.7 | 1,505,176 | 670,171 | 31 | .. | 3 | 8.8 |
| | New York Central | 1962 | 10,039 | 5,360,251 | 5,381,164 | 272,700 | 228,284 | 56.4 | 18,623,132 | 7,909,626 | 400 | 6 | 47 | 10.4 |
| | | 1961 | 10,198 | 5,472,571 | 5,494,703 | 270,827 | 222,533 | 56.1 | 18,147,001 | 7,660,847 | 424 | 10 | 63 | 12.7 |
| | New York, Chic. & St. L. | 1962 | 2,155 | 1,604,036 | 1,604,036 | 11,632 | 66,690 | 61.6 | 5,052,404 | 2,241,191 | 102 | .. | 7 | 6.4 |
| | | 1961 | 2,155 | 1,565,274 | 1,565,274 | 14,150 | 66,536 | 61.6 | 5,026,122 | 2,175,108 | 100 | 2 | 4 | 3.8 |
| | Pitts. & Lake Erie | 1962 | 220 | 105,074 | 105,074 | .... | 5,238 | 61.0 | 503,491 | 296,665 | 15 | 1 | .. | .. |
| | | 1961 | 220 | 109,702 | 109,702 | .... | 4,956 | 57.1 | 497,063 | 288,157 | 13 | 7 | 1 | 4.8 |
| | Wabash | 1962 | 2,410 | 1,280,809 | 1,280,917 | 12,155 | 59,885 | 61.5 | 4,408,645 | 1,818,077 | 118 | .. | 1 | .8 |
| | | 1961 | 2,410 | 1,122,394 | 1,122,519 | 12,092 | 54,060 | 62.0 | 3,872,031 | 1,564,573 | 114 | .. | .. | .. |
| Central Eastern Region | Baltimore & Ohio | 1962 | 5,755 | 3,508,302 | 3,656,041 | 159,361 | 154,004 | 59.4 | 12,704,313 | 6,375,535 | 399 | .. | 37 | 8.5 |
| | | 1961 | 5,791 | 3,543,144 | 3,739,431 | 191,064 | 144,785 | 58.5 | 12,373,512 | 5,895,704 | 350 | .. | 49 | 12.5 |
| | Bessemer & Lake Erie | 1962 | 203 | 103,400 | 95,614 | 94 | 3,845 | 65.9 | 397,321 | 270,968 | 10 | 1 | .. | .. |
| | | 1961 | 203 | 90,365 | 86,767 | 56 | 3,225 | 58.2 | 333,474 | 194,331 | 9 | 7 | .. | .. |
| | Central RR Co. of New Jersey | 1962 | 584 | 311,652 | 315,718 | 15,573 | 11,488 | 60.2 | 954,075 | 508,103 | 69 | .. | 2 | 2.8 |
| | | 1961 | 592 | 303,926 | 307,706 | 15,059 | 11,199 | 60.6 | 922,418 | 487,898 | 63 | 2 | 5 | 7.1 |
| | Chicago & Eastern Ill. | 1962 | 863 | 307,433 | 307,433 | 6,980 | 14,146 | 59.6 | 1,170,804 | 595,310 | 28 | .. | 4 | 12.5 |
| | | 1961 | 863 | 273,499 | 273,499 | 7,156 | 14,094 | 60.3 | 1,161,055 | 594,126 | 28 | .. | 4 | 12.5 |
| | Elgin, Joliet & Eastern | 1962 | 205 | 149,217 | 152,309 | .... | 5,203 | 59.3 | 454,603 | 249,791 | 37 | 9 | 1 | 2.1 |
| | | 1961 | 205 | 140,290 | 143,105 | .... | 5,396 | 60.5 | 452,540 | 244,674 | 42 | 6 | .. | .. |
| | Pennsylvania System | 1962 | 9,770 | 7,358,672 | 7,604,640 | 448,042 | 310,815 | 61.7 | 25,391,534 | 11,684,848 | 641 | .. | 122 | 16.0 |
| | | 1961 | 9,771 | 6,785,627 | 7,077,655 | 380,297 | 287,549 | 61.0 | 22,342,630 | 10,321,771 | 648 | 26 | 126 | 15.8 |
| | Reading | 1962 | 1,289 | 805,423 | 808,471 | 15,898 | 27,957 | 56.0 | 2,584,165 | 1,336,456 | 128 | 8 | 32 | 19.0 |
| | | 1961 | 1,293 | 736,705 | 738,204 | 18,375 | 27,491 | 55.3 | 2,482,296 | 1,227,122 | 133 | 17 | 13 | 8.0 |
| | Western Maryland | 1962 | 852 | 398,639 | 412,657 | 25,187 | 15,784 | 57.7 | 1,441,515 | 773,979 | 40 | 1 | 1 | 2.4 |
| | | 1961 | 841 | 368,623 | 379,666 | 19,117 | 14,936 | 59.1 | 1,366,085 | 745,469 | 39 | 3 | 1 | 2.3 |
| Pocahontas Region | Chesapeake & Ohio | 1962 | 5,083 | 3,491,005 | 3,499,870 | 66,825 | 161,118 | 54.6 | 14,978,707 | 7,965,773 | 248 | .. | 14 | 5.3 |
| | | 1961 | 5,093 | 3,094,700 | 3,099,247 | 55,739 | 139,973 | 54.8 | 12,590,829 | 6,657,024 | 239 | .. | 29 | 10.8 |
| | Norfolk & Western | 1962 | 2,724 | 2,051,257 | 2,097,301 | 83,463 | 117,567 | 55.8 | 11,569,064 | 6,311,957 | 152 | .. | 7 | 4.4 |
| | | 1961 | 2,725 | 1,933,885 | 1,971,294 | 76,441 | 105,072 | 53.8 | 10,586,962 | 5,716,278 | 159 | .. | 9 | 5.4 |
| | Rich., Fred. & Potomac | 1962 | 110 | 134,450 | 134,450 | 2,526 | 8,006 | 61.7 | 584,189 | 251,960 | 14 | .. | 1 | 6.7 |
| | | 1961 | 110 | 120,339 | 120,339 | 2,296 | 7,457 | 60.5 | 536,031 | 219,920 | 15 | .. | .. | .. |
| Southern Region | Atlantic Coast Line | 1962 | 5,542 | 2,094,117 | 2,094,117 | 21,826 | 81,646 | 56.9 | 6,642,530 | 3,038,681 | 120 | .. | .. | .. |
| | | 1961 | 5,561 | 2,001,504 | 2,001,504 | 19,944 | 75,219 | 57.0 | 5,864,034 | 2,663,522 | 108 | 19 | .. | .. |
| | Central of Georgia | 1962 | 1,712 | 557,299 | 557,299 | 7,185 | 21,275 | 61.5 | 1,723,165 | 854,666 | 35 | .. | 1 | 2.8 |
| | | 1961 | 1,712 | 551,203 | 551,203 | 6,478 | 20,508 | 61.3 | 1,654,049 | 813,172 | 34 | .. | 2 | 5.6 |
| | Florida East Coast | 1962 | 572 | 264,513 | 264,513 | .... | 9,487 | 53.2 | 759,706 | 280,114 | 44 | 2 | 4 | 8.0 |
| | | 1961 | 572 | 247,590 | 247,590 | .... | 8,551 | 51.2 | 708,569 | 255,562 | 35 | 4 | 10 | 20.4 |
| | Gulf, Mobile & Ohio | 1962 | 2,715 | 776,773 | 776,773 | 34 | 41,846 | 65.1 | 3,242,190 | 1,609,370 | 42 | .. | 3 | 6.7 |
| | | 1961 | 2,715 | 780,620 | 780,620 | 34 | 42,914 | 65.7 | 3,221,408 | 1,567,291 | 87 | .. | 4 | 4.4 |
| | Illinois Central | 1962 | 6,466 | 2,869,118 | 2,869,118 | 72,086 | 130,190 | 60.0 | 10,168,954 | 4,872,991 | 165 | .. | 2 | 1.2 |
| | | 1961 | 6,466 | 2,648,633 | 2,648,633 | 67,667 | 121,272 | 61.3 | 9,115,666 | 4,283,059 | 151 | .. | 5 | 3.2 |
| | Louisville & Nashville | 1962 | 5,638 | 2,850,395 | 2,855,150 | 59,522 | 111,509 | 59.5 | 9,118,857 | 4,561,270 | 166 | .. | 7 | 4.0 |
| | | 1961 | 5,666 | 2,644,818 | 2,647,656 | 44,898 | 98,729 | 59.1 | 8,024,143 | 3,900,014 | 168 | .. | 2 | 1.2 |
| | Seaboard Air Line | 1962 | 4,119 | 1,885,320 | 1,885,320 | 6,206 | 74,506 | 58.2 | 6,203,176 | 2,824,119 | 123 | .. | 7 | 5.4 |
| | | 1961 | 4,123 | 1,676,651 | 1,676,651 | 6,745 | 70,079 | 57.5 | 5,681,321 | 2,565,923 | 121 | .. | 6 | 4.7 |
| | Southern | 1962 | 6,250 | 2,512,777 | 2,513,157 | 30,206 | 114,893 | 60.2 | 8,733,732 | 4,145,882 | 196 | 5 | 4 | 2.0 |
| | | 1961 | 6,242 | 2,476,996 | 2,477,376 | 29,365 | 111,437 | 60.4 | 8,326,113 | 3,803,640 | 193 | 5 | 7 | 3.4 |
| Northwestern Region | Chicago & North Western | 1962 | 10,573 | 2,732,340 | 2,732,345 | 25,125 | 105,435 | 61.3 | 8,198,694 | 3,634,217 | 211 | .. | 25 | 10.6 |
| | | 1961 | 10,715 | 2,673,432 | 2,673,437 | 26,396 | 105,564 | 62.0 | 7,973,422 | 3,416,222 | 192 | .. | 17 | 8.1 |
| | Chicago Great Western | 1962 | 1,427 | 385,755 | 385,755 | 480 | 18,790 | 64.6 | 1,392,589 | 666,028 | 27 | .. | 2 | 6.9 |
| | | 1961 | 1,437 | 380,927 | 380,927 | 468 | 19,308 | 65.1 | 1,399,361 | 658,527 | 25 | .. | 2 | 7.4 |
| | Chic., Milw., St. & P. Pac. | 1962 | 10,549 | 2,270,707 | 2,283,249 | 20,364 | 101,935 | 62.3 | 7,620,242 | 3,450,204 | 148 | 17 | 4 | 2.4 |
| | | 1961 | 10,554 | 2,218,977 | 2,234,510 | 24,022 | 100,865 | 62.6 | 7,401,722 | 3,298,961 | 155 | 15 | 3 | 1.7 |
| | Duluth, Missabe & Iron Range | 1962 | 533 | 201,368 | 201,834 | 549 | 10,127 | 50.9 | 1,124,936 | 679,977 | 49 | 12 | 7 | 10.3 |
| | | 1961 | 572 | 162,692 | 162,898 | 605 | 7,266 | 51.3 | 810,124 | 488,440 | 53 | 20 | .. | .. |
| | Great Northern | 1962 | 8,260 | 2,636,944 | 2,649,788 | 68,918 | 112,587 | 64.1 | 8,683,295 | 4,166,271 | 146 | 21 | 10 | 5.6 |
| | | 1961 | 8,263 | 2,553,870 | 2,566,077 | 61,855 | 109,634 | 64.8 | 8,105,060 | 3,780,592 | 191 | 9 | 6 | 2.9 |
| | Soo Line | 1962 | 4,675 | 1,133,218 | 1,134,276 | 1,062 | 39,226 | 62.0 | 2,817,492 | 1,322,705 | 102 | .. | 3 | 2.9 |
| | | 1961 | 4,698 | 1,126,500 | 1,127,762 | 1,225 | 41,067 | 64.7 | 2,894,548 | 1,352,730 | 98 | 9 | 3 | 2.7 |
| | Northern Pacific | 1962 | 6,499 | 2,159,399 | 2,174,120 | 33,047 | 89,988 | 62.6 | 6,627,184 | 2,954,266 | 255 | 5 | 7 | 2.6 |
| | | 1961 | 6,505 | 2,096,118 | 2,111,552 | 23,260 | 90,356 | 66.0 | 6,235,142 | 2,823,713 | 247 | 10 | 7 | 2.7 |
| | Spokane, Portland & Seattle | 1962 | 935 | 397,305 | 397,305 | 3,244 | 17,518 | 68.3 | 1,245,769 | 592,097 | 29 | .. | .. | .. |
| | | 1961 | 935 | 400,518 | 400,518 | 2,898 | 17,578 | 70.5 | 1,205,795 | 567,601 | 29 | .. | .. | .. |
| Central Western Region | Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.) | 1962 | 12,970 | 7,313,453 | 7,493,178 | 84,909 | 321,134 | 60.1 | 24,817,995 | 9,521,827 | 752 | 1 | 40 | 5.0 |
| | | 1961 | 12,997 | 7,384,342 | 7,558,751 | 86,681 | 329,534 | 60.7 | 25,179,663 | 9,747,542 | 715 | 5 | 21 | 2.8 |
| | Chic., Burl. & Quincy | 1962 | 8,517 | 2,935,380 | 2,931,441 | 74,541 | 130,425 | 63.2 | 9,540,006 | 4,343,605 | 123 | .. | 2 | 1.6 |
| | | 1961 | 8,590 | 2,951,198 | 2,946,406 | 74,349 | 127,279 | 63.3 | 9,129,328 | 4,063,968 | 128 | 4 | 5 | 3.6 |
| | Chic., Rock I. & Pac. | 1962 | 7,825 | 2,572,477 | 2,568,240 | 2,978 | 105,472 | 58.2 | 8,301,285 | 3,377,728 | 199 | .. | 3 | 1.5 |
| | | 1961 | 7,834 | 2,607,676 | 2,617,127 | 3,963 | 109,873 | 59.0 | 8,598,614 | 3,483,577 | 204 | .. | 2 | 1.0 |
| | Denver & R. G. Western | 1962 | 2,128 | 781,352 | 822,698 | 64,442 | 38,031 | 72.0 | 2,783,977 | 1,352,159 | 90 | 4 | 8 | 7.8 |
| | | 1961 | 2,128 | 782,438 | 828,393 | 79,097 | 38,590 | 72.1 | 2,805,616 | 1,373,999 | 79 | 4 | 12 | 12.6 |
| | Southern Pacific* | 1962 | 11,673 | 8,704,413 | 8,958,257 | 384,321 | 389,597 | 63.5 | 28,980,940 | 12,646,442 | 1,044 | 3 | 20 | 1.9 |
| | | 1961 | 11,974 | 8,296,008 | 8,552,027 | 395,137 | 378,157 | 63.0 | 27,771,787 | 11,826,263 | 852 | 3 | 30 | 3.4 |
| | Union Pacific | 1962 | 9,705 | 5,816,861 | 5,864,271 | 113,524 | 281,039 | 64.0 | 19,696,216 | 8,500,718 | 331 | 17 | 53 | 13.2 |
| | | 1961 | 9,717 | 5,636,042 | 5,647,402 | 72,504 | 276,209 | 65.0 | 19,035,466 | 8,178,782 | 319 | 61 | 49 | 11.4 |
| | Western Pacific | 1962 | 1,188 | 694,431 | 708,678 | 61,268 | 30,940 | 69.4 | 2,279,477 | 973,716 | 51 | 1 | 2 | 3.7 |
| | | 1961 | 1,188 | 707,039 | 723,721 | 68,719 | 30,677 | 67.6 | 2,130,182 | 977,977 | 50 | 1 | 4 | 7.3 |
| Southwestern Region | Kansas City Southern | 1962 | 889 | 341,981 | 342,010 | 619 | 23,209 | 65.7 | 1,759,083 | 869,541 | 20 | .. | 2 | 9.1 |
| | | 1961 | 889 | 339,902 | 339,966 | 476 | 21,654 | 65.7 | 1,680,663 | 777,580 | 22 | .. | 1 | 4.3 |
| | Louisiana & Arkansas | 1962 | 746 | 204,653 | 204,653 | 90 | 11,174 | 62.4 | 921,240 | 449,237 | 17 | .. | 1 | 5.6 |
| | | 1961 | 746 | 205,104 | 205,104 | 84 | 10,694 | 63.3 | 863,749 | 417,153 | 13 | .. | .. | .. |
| | Mo.-Kans.-Texas Lines | 1962 | 2,883 | 640,254 | 640,254 | 5,554 | 28,531 | 63.4 | 2,192,360 | 1,009,783 | 76 | .. | 1 | 1.3 |
| | | 1961 | 2,883 | 666,630 | 666,630 | 5,577 | 31,410 | 62.6 | 2,444,924 | 1,113,713 | 76 | .. | .. | .. |
| | Missouri Pacific | 1962 | 9,374 | 3,384,947 | 3,384,947 | 25,510 | 160,317 | 62.6 | 12,290,029 | 5,741,120 | 181 | 1 | 16 | 8.1 |
| | | 1961 | 9,361 | 3,304,449 | 3,304,449 | 24,191 | 153,908 | 61.9 | 11,600,458 | 5,336,548 | 214 | 25 | 16 | 6.3 |
| | St. Louis-San Francisco | 1962 | 4,503 | 1,798,545 | 1,798,545 | 16,412 | 68,401 | 66.4 | 4,809,760 | 2,280,872 | 82 | 6 | 21 | 19.3 |
| | | 1961 | 4,505 | 1,770,342 | 1,770,342 | 16,418 | 67,711 | 66.9 | 4,727,664 | 2,250,438 | 91 | .. | 16 | 15.0 |
| | St. Louis Southw. Lines | 1962 | 1,554 | 1,101,953 | 1,101,953 | 9,381 | 53,600 | 68.2 | 3,622,322 | 1,619,229 | 48 | .. | .... | |
| | | 1961 | 1,554 | 1,035,526 | 1,035,526 | 8,393 | 48,009 | 67.6 | 3,240,617 | 1,448,601 | 49 | .. | 1 | 2.0 |
| | Texas & Pacific | 1962 | 1,812 | 807,241 | 807,241 | 8,827 | 35,900 | 61.7 | 2,767,761 | 1,202,725 | 42 | .. | 6 | 13.0 |
| | | 1961 | 1,819 | 737,239 | 737,239 | 6,745 | 24,422 | 59.2 | 2,705,862 | 1,058,728 | 36 | .. | 2 | 5.3 |

* Includes operations of Texas and New Orleans R.R., merged into Southern Pacific Nov. 1, 1961.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

# e Second Quarter 1962 Compared with Second Quarter 1961

| Region, Road and Year | | Freight cars on line: Home | Foreign | Total | Per Cent B.O. | G.t.m.per train-hr. exc.locos and tenders | G.t.m.per train-mi. excl.locos and tenders | Net ton-mi. per train-mile | Net ton-mi. per l'd car-mile | Net ton-mi. per car-day | Cars-miles per car-day | Net daily ton-mi. per road-mi. | Train-miles per train-hour | Miles per loco. per day |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New Eng. Region | Boston & Maine | 1962 | 2,564 | 6,231 | 8,795 | 1.9 | 43,125 | 2,648 | 1,117 | 32.0 | 945 | 49.4 | 5,306 | 16.3 | 103.0 |
| | | 1961 | 2,139 | 6,194 | 8,333 | 2.4 | 42,218 | 2,696 | 1,118 | 31.5 | 947 | 51.0 | 5,155 | 15.7 | 88.3 |
| | N. Y., N. H. & Htfd | 1962 | 3,249 | 11,544 | 14,793 | 5.4 | 40,888 | 2,544 | 1,060 | 29.1 | 517 | 28.6 | 4,637 | 16.1 | 126.8 |
| | | 1961 | 4,364 | 12,625 | 16,989 | 6.3 | 41,566 | 2,657 | 1,065 | 27.9 | 461 | 27.2 | 4,514 | 15.6 | 115.6 |
| Great Lakes Region | Delaware & Hudson | 1962 | 2,861 | 2,965 | 5,826 | 11.6 | 68,701 | 3,429 | 1,704 | 36.4 | 1,237 | 54.1 | 11,184 | 20.1 | 125.8 |
| | | 1961 | 5,269 | 3,131 | 8,400 | 13.8 | 63,390 | 3,379 | 1,638 | 35.6 | 894 | 41.0 | 10,546 | 18.9 | 124.5 |
| | Erie-Lackawanna | 1962 | 13,671 | 19,134 | 32,805 | 8.0 | 70,718 | 3,347 | 1,348 | 28.3 | 961 | 52.1 | 10,932 | 21.3 | 110.8 |
| | | 1961 | 18,009 | 19,383 | 37,392 | 14.1 | 67,421 | 3,192 | 1,233 | 25.0 | 813 | 49.9 | 9,870 | 21.3 | 111.6 |
| | Grand Trunk Western | 1962 | 5,182 | 5,589 | 10,771 | 7.4 | 61,541 | 2,453 | 957 | 28.6 | 600 | 36.7 | 6,539 | 25.1 | 168.3 |
| | | 1961 | 5,366 | 5,564 | 10,930 | 8.0 | 62,542 | 2,501 | 982 | 28.6 | 512 | 31.1 | 5,978 | 25.0 | 137.2 |
| | Lehigh Valley | 1962 | 5,851 | 7,553 | 13,404 | 20.9 | 70,728 | 3,101 | 1,424 | 32.8 | 584 | 28.1 | 7,168 | 23.0 | 184.6 |
| | | 1961 | 7,480 | 7,078 | 14,558 | 21.0 | 64,825 | 2,990 | 1,331 | 31.3 | 483 | 24.5 | 6,611 | 21.8 | 185.3 |
| | New York Central | 1962 | 55,454 | 64,215 | 119,669 | 8.0 | 62,713 | 3,507 | 1,489 | 34.6 | 725 | 37.1 | 8,658 | 18.1 | 156.1 |
| | | 1961 | 63,226 | 70,259 | 133,485 | 8.5 | 61,412 | 3,345 | 1,412 | 34.4 | 652 | 33.7 | 8,255 | 18.5 | 146.3 |
| | New York, Chic. & St. L | 1962 | 7,714 | 14,941 | 22,655 | 15.8 | 57,489 | 3,198 | 1,418 | 33.6 | 1,032 | 49.8 | 11,429 | 18.3 | 184.0 |
| | | 1961 | 7,725 | 14,854 | 22,579 | 16.5 | 60,047 | 3,257 | 1,409 | 32.7 | 1,100 | 54.6 | 11,092 | 18.7 | 186.4 |
| | Pitts. & Lake Erie | 1962 | 6,555 | 3,281 | 9,836 | 9.9 | 78,109 | 4,801 | 2,829 | 56.6 | 343 | 9.9 | 14,818 | 16.3 | 89.7 |
| | | 1961 | 7,801 | 3,221 | 11,022 | 11.5 | 71,768 | 4,534 | 2,628 | 58.1 | 265 | 8.0 | 14,393 | 15.8 | 62.1 |
| | Wabash | 1962 | 5,062 | 10,794 | 15,856 | 4.4 | 92,656 | 3,442 | 1,419 | 30.4 | 1,204 | 64.5 | 8,290 | 26.9 | 128.4 |
| | | 1961 | 7,158 | 11,532 | 18,690 | 7.2 | 86,901 | 3,450 | 1,394 | 28.9 | 969 | 54.0 | 7,134 | 25.2 | 115.3 |
| Central Eastern Region | Baltimore & Ohio | 1962 | 51,333 | 42,698 | 94,031 | 15.1 | 65,369 | 3,693 | 1,853 | 41.4 | 742 | 30.2 | 12,174 | 18.1 | 99.7 |
| | | 1961 | 56,743 | 40,481 | 97,224 | 20.4 | 58,902 | 3,559 | 1,696 | 40.7 | 684 | 28.7 | 11,188 | 16.9 | 112.1 |
| | Bessemer & Lake Erie | 1962 | 3,191 | 1,397 | 4,588 | 6.0 | 61,888 | 3,980 | 2,715 | 70.5 | 694 | 14.9 | 14,668 | 16.9 | 102.1 |
| | | 1961 | 3,279 | 1,487 | 4,766 | 8.4 | 61,267 | 4,018 | 2,341 | 60.3 | 343 | 9.8 | 10,520 | 16.6 | 68.2 |
| | Central RR Co. of New Jersey | 1962 | 3,682 | 10,562 | 14,244 | 12.4 | 45,523 | 3,181 | 1,694 | 44.2 | 390 | 14.6 | 9,561 | 14.9 | 72.5 |
| | | 1961 | 3,869 | 9,583 | 13,452 | 14.8 | 44,704 | 3,130 | 1,656 | 43.6 | 389 | 14.7 | 9,057 | 14.7 | 76.4 |
| | Chicago & Eastern Ill | 1962 | 3,246 | 3,237 | 6,483 | 9.1 | 73,016 | 3,858 | 1,962 | 42.1 | 1,087 | 43.4 | 7,580 | 19.2 | 111.1 |
| | | 1961 | 2,746 | 3,263 | 6,009 | 12.3 | 74,241 | 4,287 | 2,194 | 42.2 | 1,087 | 42.8 | 7,565 | 17.5 | 100.1 |
| | Elgin, Joliet & Eastern | 1962 | 6,516 | 4,896 | 11,412 | 4.4 | 24,984 | 3,115 | 1,711 | 48.0 | 211 | 7.4 | 13,390 | 8.2 | 48.5 |
| | | 1961 | 7,466 | 5,590 | 13,056 | 11.1 | 25,445 | 3,321 | 1,796 | 45.3 | 208 | 7.6 | 13,116 | 7.9 | 45.9 |
| | Pennsylvania System | 1962 | 100,873 | 74,975 | 175,848 | 16.4 | 63,116 | 3,540 | 1,629 | 37.6 | 720 | 31.0 | 13,143 | 18.3 | 125.2 |
| | | 1961 | 116,706 | 72,248 | 188,954 | 16.1 | 59,405 | 3,372 | 1,558 | 35.9 | 605 | 27.6 | 11,608 | 18.0 | 114.2 |
| | Reading | 1962 | 13,742 | 13,657 | 27,399 | 14.5 | 53,623 | 3,208 | 1,659 | 47.8 | 530 | 19.8 | 11,394 | 16.7 | 71.4 |
| | | 1961 | 13,550 | 16,074 | 29,624 | 12.2 | 53,604 | 3,369 | 1,666 | 44.6 | 449 | 18.2 | 10,429 | 15.9 | 65.6 |
| | Western Maryland | 1962 | 6,500 | 1,853 | 8,353 | 14.9 | 53,042 | 3,686 | 1,979 | 49.0 | 906 | 32.0 | 9,983 | 14.7 | 128.6 |
| | | 1961 | 7,595 | 2,112 | 9,707 | 12.4 | 55,126 | 3,777 | 2,061 | 49.9 | 744 | 25.2 | 9,741 | 14.9 | 114.4 |
| Pocahontas Region | Chesapeake & Ohio | 1962 | 64,224 | 22,691 | 86,915 | 5.6 | 74,026 | 4,315 | 2,295 | 49.4 | 1,037 | 38.5 | 17,221 | 17.3 | 164.2 |
| | | 1961 | 63,698 | 22,531 | 86,229 | 5.9 | 70,402 | 4,087 | 2,161 | 47.6 | 837 | 32.1 | 14,364 | 17.3 | 140.3 |
| | Norfolk & Western | 1962 | 51,530 | 8,744 | 60,274 | 1.4 | 98,025 | 5,798 | 3,163 | 53.7 | 1,140 | 38.4 | 25,463 | 17.4 | 166.3 |
| | | 1961 | 51,922 | 8,427 | 60,349 | 1.9 | 95,400 | 5,596 | 3,021 | 54.4 | 993 | 33.9 | 23,052 | 17.4 | 156.0 |
| | Rich., Fred. & Potomac | 1962 | 110 | 1,381 | 1,491 | 1.3 | 111,444 | 4,352 | 1,877 | 31.5 | 1,822 | 93.8 | 25,171 | 25.6 | 105.0 |
| | | 1961 | 129 | 1,082 | 1,211 | 1.6 | 107,745 | 4,464 | 1,831 | 29.5 | 1,992 | 111.6 | 21,970 | 24.2 | 94.3 |
| Southern Region | Atlantic Coast Line | 1962 | 19,203 | 14,668 | 33,871 | 5.8 | 57,198 | 3,184 | 1,456 | 37.2 | 964 | 45.6 | 6,025 | 18.0 | 216.0 |
| | | 1961 | 19,908 | 14,163 | 34,071 | 6.6 | 53,488 | 2,938 | 1,334 | 35.4 | 880 | 43.6 | 5,263 | 18.3 | 195.1 |
| | Central of Georgia | 1962 | 4,539 | 4,780 | 9,319 | 6.0 | 51,992 | 3,098 | 1,536 | 40.2 | 987 | 40.0 | 5,486 | 16.8 | 194.0 |
| | | 1961 | 4,834 | 4,803 | 9,637 | 8.9 | 50,111 | 3,013 | 1,481 | 39.7 | 911 | 37.5 | 5,220 | 16.7 | 185.9 |
| | Florida East Coast | 1962 | 560 | 2,000 | 2,560 | .5 | 44,681 | 2,885 | 1,064 | 29.5 | 965 | 61.4 | 5,381 | 15.6 | 65.6 |
| | | 1961 | 683 | 2,176 | 2,859 | .8 | 44,117 | 2,862 | 1,032 | 29.9 | 792 | 51.7 | 4,910 | 15.4 | 56.6 |
| | Gulf, Mobile & Ohio | 1962 | 7,681 | 8,848 | 16,529 | 6.1 | 83,516 | 4,176 | 2,073 | 38.5 | 1,090 | 43.6 | 6,514 | 20.0 | 204.8 |
| | | 1961 | 7,569 | 9,116 | 16,685 | 6.4 | 79,445 | 4,129 | 2,009 | 36.5 | 1,028 | 42.8 | 6,344 | 19.3 | 102.5 |
| | Illinois Central | 1962 | 26,809 | 25,539 | 52,348 | 6.0 | 67,158 | 3,565 | 1,708 | 37.4 | 1,054 | 46.9 | 8,282 | 18.9 | 209.3 |
| | | 1961 | 27,353 | 23,767 | 51,120 | 5.9 | 63,749 | 3,465 | 1,628 | 35.3 | 933 | 43.1 | 7,279 | 18.5 | 189.3 |
| | Louisville & Nashville | 1962 | 38,868 | 20,602 | 59,470 | 10.0 | 54,794 | 3,208 | 1,605 | 40.9 | 844 | 34.7 | 8,890 | 17.1 | 206.5 |
| | | 1961 | 42,910 | 15,987 | 58,897 | 12.4 | 54,681 | 3,042 | 1,478 | 39.5 | 749 | 32.1 | 7,564 | 18.0 | 191.0 |
| | Seaboard Air Line | 1962 | 18,363 | 12,715 | 31,078 | 3.9 | 62,489 | 3,357 | 1,528 | 37.9 | 992 | 45.0 | 7,534 | 19.0 | 190.7 |
| | | 1961 | 18,210 | 11,965 | 30,175 | 4.4 | 62,846 | 3,451 | 1,559 | 36.6 | 933 | 44.4 | 6,839 | 18.5 | 168.6 |
| | Southern | 1962 | 19,325 | 29,893 | 49,218 | 3.1 | 62,539 | 3,430 | 1,652 | 36.1 | 919 | 42.3 | 7,289 | 18.0 | 152.1 |
| | | 1961 | 18,994 | 30,264 | 49,258 | 3.1 | 60,127 | 3,366 | 1,538 | 34.1 | 823 | 39.9 | 6,696 | 17.9 | 150.1 |
| Northwestern Region | Chicago & North Western | 1962 | 25,631 | 25,818 | 51,449 | 7.8 | 51,414 | 3,012 | 1,335 | 34.5 | 773 | 36.6 | 3,809 | 17.1 | 142.1 |
| | | 1961 | 24,775 | 28,832 | 53,607 | 8.7 | 51,594 | 2,990 | 1,281 | 32.4 | 720 | 35.9 | 3,504 | 17.3 | 146.8 |
| | Chicago Great Western | 1962 | 2,437 | 3,830 | 6,267 | 3.9 | 68,577 | 3,620 | 1,731 | 35.4 | 1,161 | 50.7 | 5,129 | 19.0 | 157.8 |
| | | 1961 | 2,141 | 3,697 | 5,838 | 4.0 | 69,571 | 3,683 | 1,733 | 34.1 | 1,209 | 54.4 | 5,036 | 18.9 | 166.7 |
| | Chic., Milw., St. & P. Pac | 1962 | 27,980 | 20,551 | 48,531 | 9.5 | 69,610 | 3,364 | 1,523 | 33.8 | 771 | 36.6 | 3,594 | 20.7 | 159.8 |
| | | 1961 | 30,088 | 21,988 | 52,076 | 7.2 | 70,001 | 3,344 | 1,491 | 32.7 | 704 | 34.4 | 3,435 | 21.0 | 155.5 |
| | Duluth, Missabe & Iron Range | 1962 | 12,722 | 455 | 13,177 | 2.3 | 90,604 | 6,066 | 3,667 | 67.1 | 549 | 16.1 | 14,019 | 16.2 | 39.1 |
| | | 1961 | 13,079 | 857 | 13,936 | 1.4 | 79,191 | 5,346 | 3,223 | 67.2 | 384 | 11.1 | 9,384 | 15.9 | 29.2 |
| | Great Northern | 1962 | 26,050 | 13,039 | 39,089 | 3.6 | 74,035 | 3,330 | 1,598 | 37.0 | 1,161 | 49.0 | 5,543 | 22.5 | 181.5 |
| | | 1961 | 26,245 | 19,556 | 45,801 | 4.1 | 69,014 | 3,202 | 1,494 | 34.5 | 959 | 42.9 | 5,028 | 21.7 | 125.0 |
| | Soo Line | 1962 | 9,801 | 6,978 | 16,779 | 7.5 | 51,064 | 2,491 | 1,170 | 33.7 | 884 | 42.3 | 3,109 | 20.5 | 132.2 |
| | | 1961 | 8,536 | 6,986 | 15,522 | 9.7 | 53,190 | 2,571 | 1,201 | 32.9 | 943 | 44.3 | 3,164 | 20.7 | 120.3 |
| | Northern Pacific | 1962 | 20,292 | 11,575 | 31,867 | 3.8 | 68,456 | 3,087 | 1,376 | 32.8 | 1,008 | 49.0 | 4,995 | 22.3 | 97.2 |
| | | 1961 | 19,336 | 14,414 | 33,750 | 3.7 | 64,931 | 2,990 | 1,354 | 31.3 | 899 | 43.6 | 4,770 | 21.8 | 93.9 |
| | Spokane, Portland & Seattle | 1962 | 1,598 | 4,126 | 5,724 | 2.9 | 45,032 | 3,166 | 1,505 | 33.8 | 1,135 | 49.1 | 6,959 | 14.4 | 177.4 |
| | | 1961 | 1,423 | 3,288 | 4,711 | 3.5 | 45,125 | 3,027 | 1,425 | 32.3 | 1,092 | 48.0 | 6,671 | 15.0 | 172.8 |
| Central Western Region | Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.) | 1962 | 53,993 | 35,013 | 89,006 | 3.2 | 86,209 | 3,401 | 1,395 | 29.7 | 1,185 | 66.4 | 8,067 | 25.4 | 116.0 |
| | | 1961 | 57,560 | 40,994 | 98,554 | 4.4 | 85,317 | 3,415 | 1,322 | 29.6 | 1,140 | 63.5 | 8,242 | 25.0 | 122.1 |
| | Chic., Burl. & Quincy | 1962 | 20,199 | 24,422 | 44,621 | 3.6 | 73,632 | 3,265 | 1,486 | 33.3 | 1,078 | 51.2 | 5,604 | 22.7 | 280.4 |
| | | 1961 | 26,174 | 18,722 | 44,896 | 4.2 | 70,649 | 3,107 | 1,383 | 31.9 | 1,004 | 49.7 | 5,199 | 22.8 | 217.7 |
| | Chic., Rock I. & Pac | 1962 | 14,279 | 18,590 | 32,869 | 7.9 | 69,232 | 3,233 | 1,316 | 32.0 | 1,160 | 62.2 | 4,744 | 21.5 | 150.8 |
| | | 1961 | 15,406 | 23,921 | 39,327 | 5.9 | 69,026 | 3,304 | 1,339 | 31.7 | 1,038 | 55.5 | 4,887 | 20.9 | 151.6 |
| | Denver & R. G. Western | 1962 | 8,623 | 3,784 | 12,407 | 5.5 | 76,878 | 3,571 | 1,734 | 35.6 | 1,186 | 46.4 | 5,983 | 21.6 | 106.7 |
| | | 1961 | 8,855 | 6,407 | 15,262 | 5.0 | 76,186 | 3,591 | 1,759 | 35.6 | 1,017 | 39.6 | 7,095 | 21.2 | 112.6 |
| | Southern Pacific* | 1962 | 43,356 | 47,218 | 90,574 | 1.6 | 81,413 | 3,351 | 1,462 | 32.5 | 1,617 | 78.4 | 11,905 | 24.5 | 111.2 |
| | | 1961 | 37,183 | 55,505 | 92,688 | 1.7 | 80,221 | 3,378 | 1,439 | 31.3 | 1,395 | 70.8 | 10,853 | 24.0 | 120.2 |
| | Union Pacific | 1962 | 34,821 | 32,037 | 66,858 | 3.0 | 97,618 | 3,413 | 1,473 | 30.2 | 1,452 | 75.1 | 9,625 | 28.8 | 164.4 |
| | | 1961 | 37,928 | 29,006 | 66,934 | 2.8 | 96,495 | 3,404 | 1,463 | 29.6 | 1,378 | 71.6 | 9,249 | 28.6 | 147.4 |
| | Western Pacific | 1962 | 2,039 | 3,975 | 6,014 | 5.0 | 96,416 | 3,295 | 1,408 | 31.5 | 1,794 | 82.1 | 9,007 | 29.4 | 158.3 |
| | | 1961 | 2,684 | 2,643 | 5,327 | 4.4 | 85,756 | 3,022 | 1,387 | 31.9 | 1,998 | 92.7 | 9,046 | 28.5 | 163.1 |
| Southwestern Region | Kansas City Southern | 1962 | 2,831 | 5,558 | 8,389 | 7.4 | 102,225 | 5,157 | 2,549 | 37.5 | 1,127 | 45.8 | 10,748 | 19.9 | 191.5 |
| | | 1961 | 2,593 | 5,306 | 7,899 | 3.5 | 96,785 | 4,958 | 2,294 | 35.9 | 1,082 | 45.9 | 9,612 | 19.6 | 175.4 |
| | Louisiana & Arkansas | 1962 | 1,846 | 2,767 | 4,613 | 9.8 | 91,538 | 4,529 | 2,209 | 40.2 | 1,027 | 40.9 | 6,618 | 20.3 | 156.3 |
| | | 1961 | 1,930 | 2,599 | 4,529 | 9.3 | 85,503 | 4,233 | 2,044 | 39.0 | 996 | 40.4 | 6,145 | 20.3 | 195.9 |
| | Mo.-Kans.-Texas Lines | 1962 | 5,465 | 5,558 | 11,023 | 16.6 | 61,516 | 3,429 | 1,579 | 35.4 | 1,012 | 45.1 | 3,849 | 18.0 | 100.0 |
| | | 1961 | 5,184 | 7,262 | 12,446 | 12.9 | 61,945 | 3,677 | 1,675 | 45.5 | 1,015 | 45.7 | 4,245 | 16.9 | 107.1 |
| | Missouri Pacific | 1962 | 26,993 | 21,116 | 48,109 | 2.8 | 74,567 | 3,644 | 1,702 | 35.8 | 1,359 | 60.6 | 6,730 | 20.5 | 204.8 |
| | | 1961 | 25,586 | 19,441 | 45,027 | 9.2 | 72,615 | 3,522 | 1,620 | 34.7 | 1,303 | 60.7 | 6,265 | 20.7 | 162.0 |
| | St. Louis-San Francisco | 1962 | 8,233 | 9,079 | 17,312 | 2.0 | 59,598 | 2,687 | 1,274 | 33.3 | 1,410 | 63.7 | 5,566 | 22.3 | 197.1 |
| | | 1961 | 8,733 | 10,493 | 19,226 | 1.0 | 57,306 | 2,688 | 1,280 | 33.2 | 1,298 | 58.3 | 5,489 | 21.4 | 198.0 |
| | St. Louis Southw. Lines | 1962 | 2,322 | 4,570 | 6,892 | 3.7 | 82,875 | 3,294 | 1,472 | 30.2 | 1,662 | 129.2 | 11,450 | 25.2 | 267.4 |
| | | 1961 | 1,970 | 4,483 | 6,453 | 2.8 | 74,125 | 3,134 | 1,401 | 30.2 | 2,462 | 120.8 | 10,244 | 23.7 | 136.8 |
| | Texas & Pacific | 1962 | 3,409 | 4,646 | 8,055 | 5.0 | 89,352 | 3,450 | 1,499 | 33.5 | 1,648 | 79.7 | 7,294 | 26.1 | 208.1 |
| | | 1961 | 3,560 | 4,930 | 8,490 | 5.3 | 84,630 | 3,700 | 1,443 | 30.8 | 1,362 | 74.8 | 6,396 | 23.1 | 225.4 |

# Demurrage—What Is Its Purpose?

By HAROLD P. HANNAN

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Demurrage is a tariff charge for detention of railroad freight cars by shippers and consignees beyond an established period of "free time" for loading, unloading, furnishing of reconsignment, diversion, and forwarding directions. It should be considered a major factor in connection with successful car utilization, which is the culmination of efficient handling on the part of the carrier, on the one hand, and the shipping and receiving industry on the other hand.

The primary function of the railroads is to move traffic in transportation service, and the efficiency of this function is defeated when freight cars are used as "storage warehouses."

Demurrage should be considered, not as a desirable source of revenue to the railroads, but as a "penalty" means for increasing the availability of freight cars by promoting more prompt release by shippers and consignees, with resultant benefit to all concerned in railroad transportation service.

At present, there are five territorial Demurrage Bureaus, subscribed to by individual railroads, which supervise demurrage matters and to a greater or lesser degree, check, assess and collect demurrage charges in their respective sections of the country. These bureaus include:

Western Weighing & Inspection Bureau, Chicago, Ill.

Eastern Demurrage & Storage Bureau, Philadelphia, Pa.

New England Demurrage Commission, Boston, Mass.

Southeastern Demurrage & Storage Bureau, Atlanta, Ga.

Pacific Car Demurrage Bureau, San Francisco, Calif.

With passage by Congress of the Hepburn Bill in 1906, the various demurrage rules and charges were filed by the railroads as tariffs with the Interstate Commerce Commission, which procedure has continued up to the present time, including additional filing of such tariffs with the various State Commissions.

There still remained considerable lack of uniformity as between railroads operating in different sections of the country, and in some instances, as between various parts of the same railroad. As result of this situation and after much preliminary work and cooperation involving the ICC, the State Commissions, the then American Railway Association, the railroads and the Demurrage Bureaus, shippers and receivers, particularly through the National Industrial Traffic League, proposed uniform rules that were presented to the Interstate Commerce Commission. They were approved by that body in December 1909 and adopted by the American Railway Association (now the Association of American Railroads) in January 1910.

The Car Demurrage & Storage Rules and charges covering domestic traffic for the United States, with certain exceptions, are now carried in three tariffs published by H. R. Hinsch, Agent, Chicago, Illinois, for the participating carriers. Tariff No. 4 Series carries general car demurrage and storage rules and charges. Tariff No. 8 Series carries Car Demurrage Rules and charges on cars used in handling coal or coal products at coal mines, coal washing plants, coke ovens, weighing stations, classification yards or elsewhere, as provided in that tariff. Tariff No. 552 Series carries Car Demurrage Rules and charges on open top cars of lake coal delayed at lake ports for designated intermediate hold points or trans-shipment via lake vessels. The Storage Rules in Tariff No. 4 Series, and the provisions carried in Tariff No. 8 Series, and in Tariff No. 552 Series, are not dealt with in this article. Furthermore, we are not dealing with certain Car Demurrage & Storage Rules and charges that are "excepted" in Tariff No. 4 Series, and published in separate tariffs filed by individual railroads or tariff publishing bureaus.

The demurrage rate of $1.00 per car per day after free time, established in 1888, continued in effect until April 1, 1916, when it was changed to $1.00 per car per day for the first 3 days after free time, and $2.00 per day for the 4th and each succeeding day. From then on continuing through the years, including both World War I and World War II, there were many changes in the demurrage rates, with a general "upward" trend, resulting mainly from car shortages which also involved several ICC Service Orders that provided "penalty" rates for excess detention amounting in some cases to $11.00, $15.00, $16.50, $20.00 and $22.00 per day.

On July 1, 1957, as a result of an ICC decision, demurrage rates of $4.00 per day for each of the first 4 days beyond the free time, and $8.00 per day thereafter became effective with the further provision that the applicable demurrage charge "shall accrue on all Saturdays, Sundays, and holidays, subsequent to the second chargeable day, including a Saturday, Sunday or holiday immediately following the day on which the second chargeable day begins to run."

The following outlines the pertinent factors in the existing tariff No. 4 Series, as related to demurrage, but space does not permit including all of the detailed provisions carried therein:

Cars of railroad or private ownership held for or by consignors or consignees for loading, unloading, forwarding directions or for any other purpose, including cars held for loading company material, and empty cars placed on order which are not used in transportation service, are subject to these demurrage rules, except as specifically provided otherwise in Rule 1, Sec. "B" of Freight Tariff No. 4 Series.

Sec. "B" deals particularly with exemption of cars for loading company material by the railroad for which the material is intended, and on its tracks or private sidings connecting therewith, also cars under load of company material, cars under load of livestock, cars containing refuse or unclaimed freight, held for convenience of the railroad beyond the legal requirements, and private cars on private tracks when the ownership of the cars and tracks is the same.

## Free time allowed

(A) 48 hours (2 days) free time will be allowed to partly or completely load or unload cars, or to partly unload and partly reload cars.

(B) 24 hours (1 day) free time will be allowed:

(1) When cars are held for reconsignment, diversion or re-shipment, or are held in transit on orders of consignor, consignee or owner.

(2) When cars for delivery to a connecting line are held for surrender of Order-Notify Bills of Lading or payment of lawful freight charges.

(3) On cars containing freight in bond for Customs entry and government inspection, including disposition orders.

(4) On cars of grain, seeds, hay and other products of agriculture named in Tariff No. 4 Series, sub-

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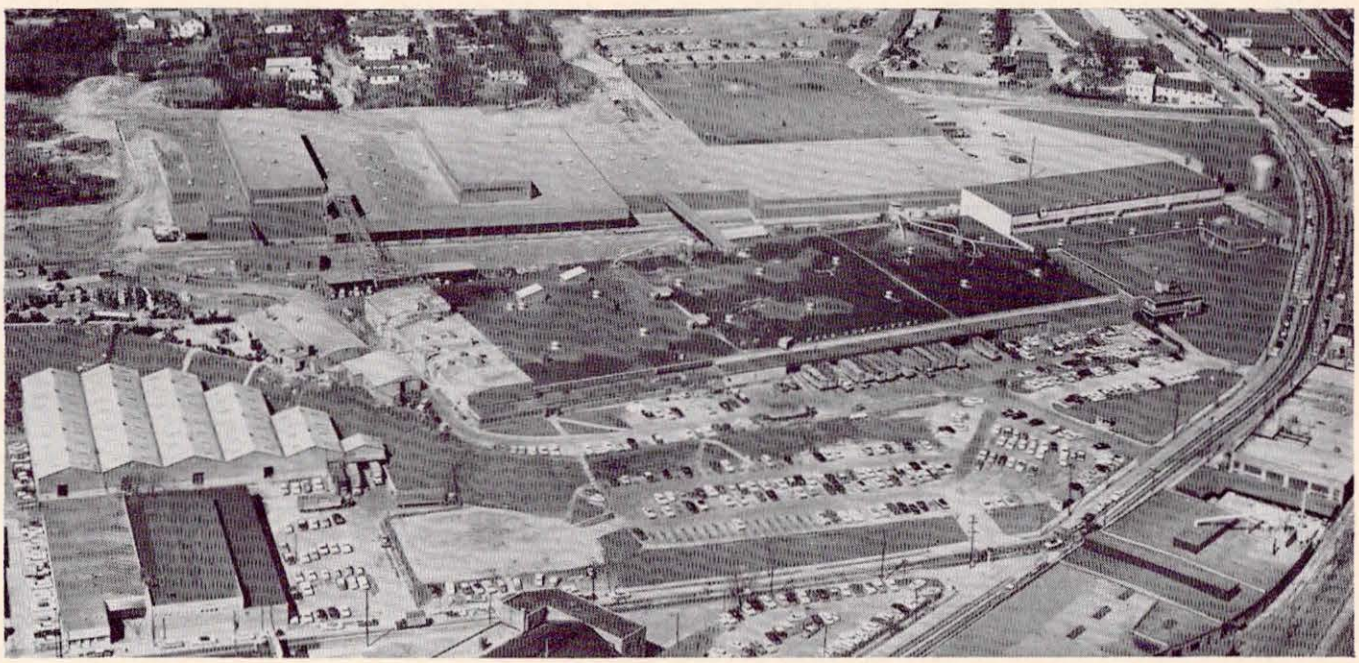

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ject to official inspection or grading prior to reconsignment or other disposition.

(C) No free time allowed—When empty cars placed on orders are not used in transportation service, demurrage will be charged for all detention, including Saturdays, Sundays and holidays.

## Notification

Proper notification to consignee (or party entitled to receive same) of cars at destination or designated "hold" point is an important prerequisite to computation and assessment of demurrage, under the following circumstances:

(1) Cars for public track delivery.
(2) Cars for part unloading or complete loading on public delivery track.
(3) Cars for reconsignment, diversion or reshipment, or held in transit on order of patron.
(4) Cars held for surrender of bills of lading or payment of lawful charges.
(5) Cars held in transit for inspection or grading except where "bulletin" arrangement is in effect in lieu of arrival notice.
(6) Cars of freight "in bond" for Customs entry and government inspection.
(7) Constructive placement notices on cars which consignee cannot accept currently on other than public delivery track or industrial interchange track.
(8) When carload freight is refused at destination, a notice of such refusal should be promptly transmitted to consignor.
(9) When perishable and non-perishable carload freight remains unclaimed for three and five days respectively, notice of such unclaimed status should be promptly transmitted to consignor.

## Computing time

The standard demurrage day runs from 7:00 a.m. to 7:00 a.m., except as otherwise specifically provided in Tariff No. 4 Series under certain designated conditions.

For the purpose of computing time under the Demurrage Rules in Tariff No. 4 Series, Saturdays, Sundays and holidays will be excluded from the free time provided in the rules, but will be included in detention subsequent to the second chargeable day, and second debit day, under Rule 9, —Average Agreement, including a Saturday, Sunday or holiday immediately following the day on which the second chargeable day or second debit day begins to run. On empty cars placed on orders and not used in transportation service, also cars delayed in release by interference due to strikes covered by Rule 8, Sec. "G" of Tariff No. 4 Series, Saturdays, Sundays and holidays will be included in all of the detention.

There are two established plans of accounting and settlement of demurrage charges as follows:

(1) *Straight Plan.*—Under this arrangement each car is treated as a separate unit. Time and charges are computed as outlined herein (except Rule 9) and individual bills for accrued charges are rendered accordingly against the consignor, consignee or other party legally entitled to receive same.

(2) *Average Agreement Plan-Rule 9.* —Alternate method that is optional, subject to written agreement between the railroad and the patron. It covers the charge for detention of cars, on all cars, subject to demurrage, held for loading or unloading, computed on the basis of the average time of detention to all such cars released during each calendar month. (Method of computation is further outlined herein under Average Agreement—Rule 9.)

## Claims

Rule 8 of Tariff No. 4 Series, under caption "Claims" carries this opening paragraph: "Demurrage charges assessed or collected for detention of cars through proximate causes named below, will, subject to conditions set forth, be promptly cancelled or refunded."

(A) Weather interference.
(B) Bunching.
(C) Demand of overcharge.
(D) Delayed or improper notice.
(E) Railroad error, preventing acceptance, proper tender or delivery.
(F) Delay by U. S. Customs, or U. S. Department of Agriculture.
(G) Interference due to strikes.
(H) When use of power-driven machinery in saw-milling, logging or operation of logging railroad is prohibited because of fire hazard, etc.

## Average agreement—Rule 9

One credit is allowed for each car released before expiration of the first 24 hours of free time. After expiration of 48 hours free time, one debit per car per day is charged for each of the next 4 days that car is delayed in release. When a car has accrued 4 debits, a charge of $8.00 per car per day will be made for subsequent detention. In computing time, all Saturdays, Sundays and holidays will be counted after the second debit day begins to run. Credits earned on cars are not interchangeable as between cars held for loading versus cars held for unloading; nor can credits earned on cars loaded and unloaded in intra-plant service be used to offset debits accruing on cars handled in other services or vice versa. At the end of the calendar month, the total number of applicable credits shall be deducted from the total number of debits and $4.00 per debit charged for excess debits, if any, to which shall be added the amounts due at $8.00 per car per day for the chargeable detention beyond the fourth debit day.

Approximately 90% of the cars subject to demurrage rules are covered by average agreements, leaving only about 10% reported under the straight plan.

At the outset it was stated that demurrage is a tariff charge for detention to railroad freight cars by shippers and consignees, beyond an established period of "free time," the purpose of that charge being to serve as a "penalty" to promote prompt release of cars, in order to increase their availability for handling additional traffic in railroad transportation service, with beneficial results to both the railroads and the shipping and receiving public.

According to published figures, freight car ownership by Class I railroads for January 1, 1962 was 1,606,696 cars, a reduction of 145,734 cars, or 8.3%, from the number reported for 1951. The reduction reflects conditions involving the diversion of considerable traffic from the railroads during the last few years to other forms of transportation, making it necessary from an economic standpoint to limit freight car ownership so as to satisfactorily coincide with the volume of freight to be offered for rail transportation, endeavoring at all times to secure maximum utilization of such cars in transportation service for which they were constructed and purchased.

This leads to the important question —Is demurrage accomplishing its intended purpose? In considering this question, it will be interesting to note that figures compiled to cover Class I railroads in the United States show demurrage charges assessed during the year 1961 totalling $34,912,285, with an average annual demurrage figure for ten years, 1952 to 1961 inclusive, of $32,082,460.

These figures represent charges for detention beyond whatever "free time" is allowed under the Demurrage Rules, both Straight and Average Plans. They could well be termed "overtime" detention charges.

In addition analyses are being currently conducted on Class I railroads, generally at request of Shippers' Regional Advisory Boards, at designated principal stations, to determine the percentage of cars held for unloading that are delayed beyond the 48 hour period of "free time." Recent figures show

17.13% for January, 1962.
16.21% for February, 1962.

Commenting on the above question, the author, based upon several years of close contact with Demurrage Rules application, and direct responsibility for car handling, car distribution and car utilization, is of the considered opinion that the Demurrage Rules, Freight Tariff No. 4 Series, in their present form, are in many cases fully accomplishing the intended purpose of promoting prompt release of cars within the allotted free time, often within the first 24 hours of free time, particularly under the Average Agreement, that would not be accomplished to the same degree if these rules were not in effect.

In many other instances, however, which unfortunately are more numerous than desired from a car supply and utilization standpoint, cars are still being excessively delayed in "release," regardless of demurrage charges, appearing to serve as "warehouses" instead of transportation "units," for which they were constructed, and purchased by the railroads. Under these conditions the Demurrage Rules are not accomplishing their purpose.

The imposing figure of approximately $35,000,000 demurrage assessed by Class I railroads in a single year for "overtime" detention looks very good as railroad revenue. But when it is considered that this represents an accumulation of daily charges per car of only $4.00 or $8.00, as the case may be, and then it is realized that each car involved could have earned a much larger amount of revenue per day for the railroad by carrying additional carloads of revenue freight in transportation service from origin to destination, rather than setting idle under load at destination in the capacity of a "warehouse" for which only $4.00 or $8.00 per day could be collected, under the Demurrage Rules, the situation looks less favorable.

It is more important today than ever before in railroad history, that maximum utilization of freight cars, in their rightful purpose, i.e., serving as a unit of transportation in meeting shipper's demands for movement of freight from origin to destination, be obtained. This cannot be accomplished on the cars that continue to be excessively delayed beyond "free time" under the Demurrage Rules.

# RAILROADING AFTER HOURS WITH JIM LYNE

**WHEN FRIENDLINESS IS UNFAIR**—It strikes me as another phase of unfair competition from the barge operators to have a propagandist for these fellows writing me friendly letters, seeking to engage me in polite debate on transport regulation and costing. A fellow who's courteous is hard to argufy with.

I haven't let my guard down as yet, though—but this chap (by name, John A. Creedy of the Anna Rosenberg public relations firm) has just sent along a clipping from the London Daily Telegraph, reporting the complaint of a fellow in the mouse business—against the rates charged by the British Railways for handling mice. The complainant said the railways charge more for hauling a mouse a short distance than they charge for handling a person.

Barge Spokesman Creedy cites this as just another one of the "iniquities of railroad pricing." Iniquity, my eye! The paper work and insurance risk alone on handling a mouse would run into real money—and, in Britain, the railways have the right to charge whatever rate they think fit, the same as a bulk-commodity barge operator does in the U.S.A.—a privilege denied to U. S. railroads.

**DAMAGE TO HIGHWAY BRIDGE**—Ed Hill at Blue Island, Ill., has sent me a newspaper clipping telling of an explosion that severely damaged a highway overpass in Chicago's south side recently. The clipping did not reveal that a gasoline truck was involved, nor did it give the name of the owner. Ed says the bridge will have to be torn down and practically rebuilt, and he wonders just who will foot the bill. If such an accident occurred on a railroad, of course, there would be no question about it.

Such accidents are not infrequent. Does anybody know to what degree haulers of inflammable materials are liable for damages in these cases?

**FOUR GENERATIONS OF RAILROADERS**—The passing of the Frisco's Clark Hungerford draws attention, again, to his position in a railroad family tradition. He was the son and grandson of railroaders, and his son is a superintendent on the Southern—just as the late senior was at one time. There are not so many four-generation railroad families—but more sons are following their dads into railroading than most people realize. I know of at least a half-dozen outstanding cases myself—which I'd mention, except for fear I'd overlook some even more noteworthy instances.

**ACCURACY IN REPORTING**—Reader Jim Scribbins writes from Milwaukee to say that David Brinkley's recent report on corruption in the construction of the federal interstate highway system (which I mentioned here Oct. 15, p. 33) does not apply to the operation as far as Wisconsin is concerned.

I am glad to hear it. The whole program was obviously designed to promote socialization of transportation—which is, in itself (to my prejudiced point of view), a sufficiently evil thing, without adding common graft to the bill of particulars. I know nothing of the facts on which Mr. Brinkley based his broadcast, but, considering his standing as a reporter, I would assume his accuracy ratio should be reasonably high, on the average.

Meantime, my hat is off to Mr. Scribbins who, as an opponent of governmental favors to non-rail transportation, nevertheless does not want to see erroneous reports circulated about this activity. There are a lot of fair-minded people like that in the railroad business—lots more than most people know about.

**TOLL ROADS AND CAPITALISM**—A prominent railroader thinks I went overboard a little when I said here (Oct. 15) that toll roads "gave promise of putting long-haul highways on a self-sustaining basis." He points out, quite accurately, that toll roads are tax exempt both as to property and securities—as railroads decidedly are not.

I knew all along, of course, about these favors enjoyed by the toll roads—but these roads are a lot less socialistic than are roads paid for by taxation. And there's always the outside hope that states looking for revenue might wake up and put their various "authorities" on the tax rolls. Toll roads do not constitute the whole answer to putting highway transportation under a regime of capitalism—but they are a long step in that healthy direction. That's why they are being quietly shelved.

# Should Freight Rates Include

Inclusion in freight rates of mileage allowances for private cars, as suggested by a railway rate clerk, wins shipper approval in this month's Traffic Poll.

The approval was given, however, by just about the barest possible majority of a lower-than-average number of respondents, and was hedged by a good many reservations—facts which seem to indicate that shippers as a whole are not greatly concerned. Perhaps they feel, as does F. L. Partridge, executive secretary and director of traffic of the Burlington, Iowa, Shippers' Association, that "there are more important subjects than this that should be dealt with in the interest of the public."

Another negative respondent (Southworth Lancaster, Boston transportation consultant) hopes, however, that "nothing will be done to discourage futher suggestions of any nature. . . . The anonymous clerk should be complimented. In the past, too little attention has been paid to rate clerks' views, and management has been oblivious to their very real troubles."

On the affirmative side, R. H. Heilman, director of transportation, A. O. Smith Corp., Milwaukee, says the idea, "on the surface," seems "excellent."

"One of the big problems," he continues, "standing in the way today of some shippers' use of privately-owned or leased cars is the wide disparity of the mileage allowance, and the excessive amount of record-keeping necessary. A good deal of the mileage allowances paid today are on a basis that is just too low to return a shipper's, or leasing company's, investment within a reasonable length of time. . . . A method such as suggested might do much to encourage wider use of privately-owned equipment, particularly of the specially-equipped variety, even though most of these cars have to be returned to shipper empty. This fact would have to be taken into consideration."

G. V. Foley, general traffic manager, ESCO Corp., Portland, Ore., also thinks the suggestion is meritorious. He particularly likes the idea of one-way rates, with no provision for return to origin of empty private equipment (Alternative Application No. 3). In support of this view, he points out that, today:

"Various shippers use private rolling stock on a one-way movement only because there is no incentive under the present mileage tariff to do anything differently. If the rails published one-way special incentive commodity rates on shipper-owned equipment, many shippers would utilize theirs on loaded moves in both directions, even if it meant having builders design special cars to handle several types of commodities. This would eliminate hauling an unreasonable number of empties, and would alleviate some of this waste, at least on private equipment."

E. H. Endroll, traffic manager, Hollywood Brands, Inc., Centralia, Ill., also likes the general idea, if applied under the third suggested alternative. This, he thinks, "would be the simplest and clearest publication for the shipper to compute and apply."

A. S. Daviau, traffic manager, Mennen Co., Morristown, N.J., favors the "dual-rate" basis (Alternative 2), as "simplifying tariff reading and clearly defining the advantage and/or disadvantage of owning one's rail equipment."

Alternatives 2 and 3 both get approval from M. J. Posig, assistant general traffic manager, Thomas J. Lipton, Inc., Hoboken, N.J. He favors the "dual-rate" basis, but also thinks rates on privately-owned cars should be based on one-way movement plus a separate return charge if back loads were not available. "If," he says, "the rate covered the loaded movement plus the empty return it would obviously have to be higher and would penalize those shippers who are able to provide a back load, in that they would be paying rates which included an increment for an empty return on both moves."

On the other hand, N. C. Zollar, general traffic manager, Lincoln Electric Co., Cleveland, and L. J. Rowley, manager, Traffic & Material Handling division, Lockheed-California Co., Burbank, Calif., both favor the first alternative, with a loaded-empty differential. That, says Mr. Rowley, "would be a simplified means of determining the cost of movement for privately-owned or leased cars." He concedes that carload shippers could probably advance "many factors that would be persuasive against use of a per car rate," but thinks "they would be doing themselves a disservice" by adding to present complexities. Dual rates, he feels, would bring about "considerable controversy" as to the cost relationship between operation of railroad-owned and private-owned cars.

In other approving comments, A. B. McComb, treasurer, Smith Brothers, Inc., Poughkeepsie, N.Y., "would give railroads and shippers widest latitude to develop whatever type of rate structure seems best." J. L. Bergen, service director, Uncle Ben's Inc., Houston, would have the method of applying rates determined "by conference and agreement between shipper-users and carriers," with "value of equipment and of special services" being two of the important factors to be considered. J. E. Bellwoar, traffic manager, Paper Manufacturers Co., Philadelphia, thinks the subject could be covered in a special tariff, "made up on a mileage basis for line-haul regardless of loaded or empty. Charges should be the same," but with an allowance to the owner if

## OCTOBER TRAFFIC POLL

### PROPOSITION

A railroad rate clerk has suggested to Railway Age that carload rates on privately-owned (or leased) freight cars might be published so as to include the customary mileage allowance in the rate itself. He visualizes various possible applications of his idea, e.g.:

1) Rates in cents per cwt, dollars per ton, or as a flat amount per car (with marked capacity as minimum); "the per car rate would insure the simplest possible clerical work."

2) A "dual-rate" basis, with one rate for railroad-owned cars and a lower rate, reflecting the mileage allowance for a comparable shipment in a private car.

3) Rates designed to cover loaded movement plus empty return; or to cover one-way movement plus a separate return charge (if back loads were not available).

### QUESTION

In general, would you approve or disapprove of publishing carload rates on privately-owned (or leased) freight cars to include the mileage allowance in the rate itself?

| | |
|---|---|
| Approve | 19 |
| Disapprove | 16 |

# Private-Car Mileage Allowance?

railroads had to put the car to use. It could be, Mr. Bellwoar explains, "a two-way street. Railroads could work out rates of allowance to help owners have empty cars returned under railroad load."

## Basis of objections

Most frequently mentioned objections to the rate clerk's proposal are that it attempts to combine two essentially separate costs (rent of cars and movement of cars); and that it would complicate, rather than simplify, tariffs.

The first point is covered in some detail by M. D. Dyer, manager, Traffic & Transportation department, Little Rock, Ark., Chamber of Commerce. "The two activities are entirely unrelated. Equipment involves capital and [long-term] use of capital. In contrast, rates (pricing of current movements) are a continuing process of the moment." He goes on to say that "the furnishing, maintenance and utilization of railroad plant is the primary responsibility of railroad management. The present system treats the elements of the situation in their proper perspectives."

J. P. Haynes, manager of the Traffic & Transportation department of the Louisville, Ky., Chamber of Commerce, also feels "rates for different types of services should never be combined."

W. N. Inman, assistant general traffic manager, Firestone Tire & Rubber Co., Akron, Ohio, takes the second basis of objection in his statement that "publishing of lower rates on industry-owned cars would complicate tariffs, and encourage carriers to raise rates on traffic they handle in carrier-owned equipment."

F. J. Fruechtemeyer, traffic manager, Andrew Jergens Co., Cincinnati, concurs in the view that "railroad rate structures are already over-complicated without incorporating additional features such as this."

Another respondent who feels "tariffs are now too complicated to further fill them up with dual rates on privately-owned cars" is H. P. Gabriel, GTM, Hershey Chocolate Corp., Hershey, Pa. Mr. Gabriel raises other objections as well.

"A rate with a car allowance would certainly complicate movements on a leased car basis. Our company leases cars. The mileage allowance accrues to the lessor and, in turn, is balanced against our rental. Each railroad is interested in paying only the allowance for miles traveled on its line. This would hardly be feasible under a published rate principle.

"The rate designed to cover a loaded movement, with separate return charge for a backhaul, certainly is not feasible. One of the main reasons shippers own cars is because railroads are unable to furnish the type of car needed at the right time. If railroads . . . cannot supply the type of car necessary, they should not, in effect, penalize the shipper for returning empty cars. Many shippers would not demand empty return of their cars if railroads were in position to supply sufficient equipment when needed.

"Privately-owned cars generally are not a profit-making endeavor for a shipper. If there is no incentive for railroads to return cars, you would probably find many lost, strayed or stolen at shipper's expense."

Other strong objections come as a "collective" answer from the transportation department (O. A. DeCroce, manager) of Armstrong Cork Co., Lancaster, Pa.

"Mileage allowances are now paid directly to the car owner, which is as it should be. Under the proposed arrangement, the allowance would be reflected in a lower freight rate. Thus, the benefits would accrue to the party paying the freight charges, who frequently merely leases the car and is not entitled to an allowance.

"It is true that the proposed plan would result in accounting economies for railroads. By the same token, it would transfer much of that expense to shippers and car owners, some of whom are poorly prepared to perform the task efficiently. Railroads are better equipped and can do the job far more economically than shippers.

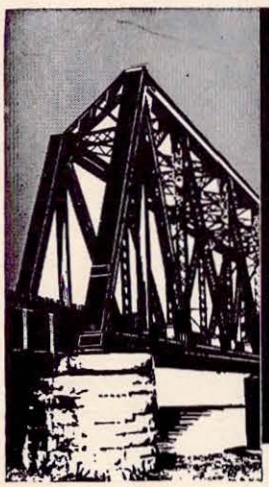
"Incorporating the allowance in the freight rate structure would be unwieldy because:

"1) Any change in mileage allowance would require revision of many point-to-point and column commodity rates. By the same token, class rates would need to be treated to cover occasional traffic that does not move at commodity rates. Under the existing arrangement only one item in a single tariff needs revision.

"2) Today's single commodity rate would need to be replaced by two or more rates, each carrying conditions as to ownership, type, size, age and/or cost of the car.

"3) As one of the several factors that would need to be given recognition in rate-making, the mileage allowance would tend to become obscured and less likely to receive periodic review for adequacy, as is currently the fashion."

In a less detailed adverse reaction, H. E. Weldgen, traffic commissioner, Lima, Ohio, Association of Commerce, fears the proposal would "discriminate against the shipper who cannot own or lease cars. He would be at a rate disadvantage in competing with a shipper who has private cars."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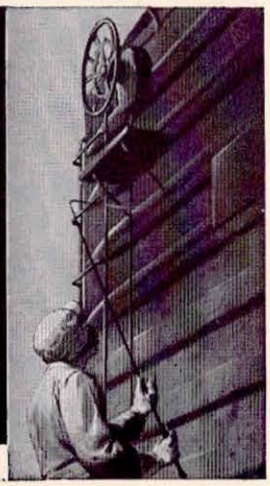
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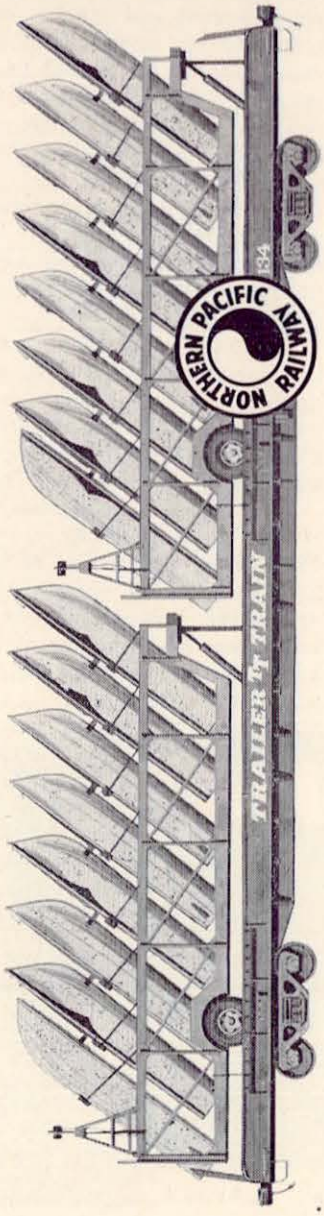



## Traffic Publications

A PROFITABLE APPROACH TO PIGGYBACKING. A 12-page brochure outlining advantages to railroads of leasing rather than buying truck and trailer fleets. Berman Leasing Co., Pennsburg, Pa.

REDUCING TRANSPORTATION COSTS. No. 139 in a series of Management Aids for Small Manufacturers. Small Business Administration, Washington 25, D. C.

PROGRESS IN CARGO HANDLING, Vol. 3. 256 pages. Includes papers, discussions and comments presented and recorded at the General Technical Conference of the International Cargo Handling Coordination Association, held in New York in 1961. Cornell Maritime Press, Inc., Cambridge, Md. $10.

MANUAL ON PORT CONSTRUCTION. A basic reference work on engineering design of modern marine terminal installations, to be published next year by American Association of Port Authorities, 601 Southern Bldg., Washington 5, D. C.

REPORT OF CANADIAN ROYAL COMMISSION ON TRANSPORTATION, Vol. 3. 620 pages. Includes, among other subjects, discussion of truck-rail competition in Canada; piggyback transport; statutory grain rates, and railway proposals regarding such rates; grain costing, and federal transport statistics. Queen's Printer, Ottawa, Ont. $7.50.

HANDBOOK OF CORRUGATED AND SOLID FIBREBOARD BOXES AND PRODUCTS. 80 pages, illustrations. A comprehensive reference manual for both manufacturers and users of fibreboard boxes. Includes descriptions and illustrations of different types of boxes, and full regulations for their use in shipping. Fibre Box Association, 224 South Michigan Ave., Chicago 4.

DEFENSE SUPPLY AGENCY REGULATIONS DSAR 4500.1. Covers world-wide movement of Department of Defense uncrated household goods and unaccompanied baggage. Superintendent of Documents, Government Printing Office, Washington 25, D. C. 40 cents.

EXPLOSIVES AND BLASTING AGENTS, NFPA No. 495. A newly revised code for the safe handling of the indicated commodities. National Fire Protection Association, 60 Batterymarch St., Boston 10, Mass. 60 cents.

MODERN METHODS OF DOCK DESIGN. 16 pages. Photos, illustrations, charts and text on solution of dock loading problems, with information on installing new, or remodeling present, dock facilities. Kelley Co., 6728Y N. Teutonia Ave., Milwaukee 9, Wis.

YOU AND THE RAYMOND CORPORATION. 16 pages. The story of the company's policies, history and growth. Raymond Corp., 206-197 Madison Ave., Greene, N. Y.

DAMAGE PREVENTION WITH HYDRA-CUSHION EQUIPPED CARS. 8 pages. Shows, mainly in pictures and diagrams, how hydra-cushion underframe equipment protects both cars and lading. Hydra-Cushion, Inc., 13101 Eckles Rd., Plymouth, Mich., or 230 Park Ave., New York 17.


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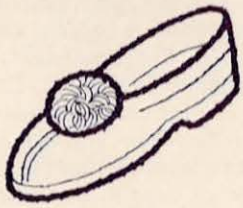
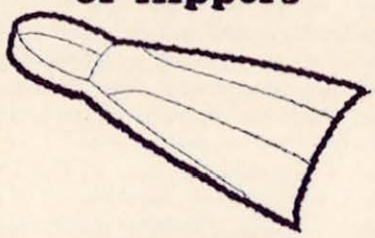
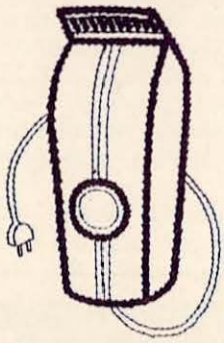


**or flippers**



**or electric hair clippers**



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*high capacity / loads*
*high capacity / shock resistance*
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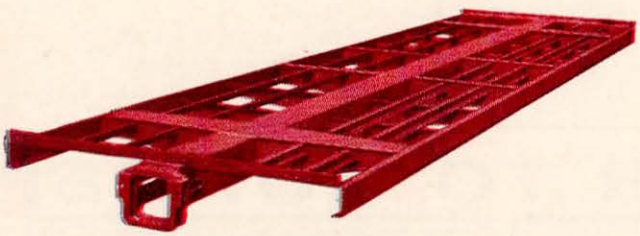
*High strength, low alloy steel and the elimination of a ton of lining weight makes the new steel lining car, a formidable profit producer*

This outside post, steel lining car and the famous International Underframe below are but two of the "failure-factor" research developments and functional design products which were taken off the drawing board and *put into metal* many years ago—where *they still are today*, maintenance-free, net-ton mile producers!



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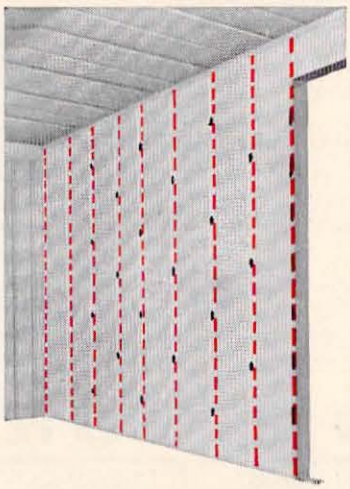
## New Car Utilizes Side Sheet for Lining



### Eliminates Maintenance — Increases Structural Strength

Smooth, batter-proof linings are one of the major benefits of the new side construction. Note that the steel side sheet *is* the lining. Red overprint represents position of outside posts. Black indicates lading strap anchor locations.

Lading strap anchors are welded, recessed in the *post*. Anchors are *flush* with the lining, may be spotted in quantities and positions as specified.

The use of *low alloy, high strength* steel *increases* rather than sacrifices structural strength and durablility in shedding 60% of cleaning and maintenance costs and a ton of weight! This is because *high strength steel's resistance to corrosion is 4 to 6 times that of carbon steel.*

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# Communication, Signal Engineers

► **The Story at a Glance: Mounting tensions on the international scene last week underscored the importance of two talks given at the annual meeting of the AAR Communications and Signal Section in Chicago. The subject: Restoration of railroad operations under disaster or attack conditions.**

With the United States, Cuba and Russia suddenly involved in a heated-up cold war, communications and signal engineers last week turned to thoughts of maintaining operations in the event wartime conditions should develop. C. D. Buford, AAR vice president—operation and maintenance; and H. B. Garrett, Southern Pacific signal engineer, left no doubt that the C&S departments would be faced with heavy responsibilities.

"One of the greatest problems in providing for immediate restoration of rail service in the event of attack is proper communications between railroads and between regions so proper direction may be given to the movements of important traffic," Mr. Buford declared.

"Consideration is being given," he said, "to a proposal for the appointment of communications executive reservists from the railroad industry from each of the eight Office of Civilian Defense Mobilization regions. These officers would be familiar with communications facilities on the railroads in their regions and competent to advise on communications requirements for railroad operations to help determine what emergency communications are necessary to allow prompt restoration of railroad operations."

Mr. Buford pointed out that there is a National Defense Executive Reserve Unit for Railroads, under ICC authority, which is composed of railroad officers appointed to assume terminal, state or regional railroad operating responsibilities in the event of enemy attack.

Methods of how trains might be operated in CTC territory in the event of an attack in which the control machines were destroyed were described by Southern Pacific's Mr. Garrett. One method (circa 1950) employed "emergency control panels consisting of a number of toggle switches which could be used in making station selection and pushbuttons for the purpose of initiating code transmission to select position of switches and clearing of signals.

## Emergency generators

"Detailed plans were prepared showing exactly what equipment should be connected to the code line in case the dispatcher's office and the control machine had been damaged or destroyed. We also purchased a number of emergency gasoline-engine generator sets and code line units which made it possible for us to set up an emergency dispatcher's office in an outfit car, under a bridge or at any place adjacent to the code line and within a very short time—the entire system would be operative as long as the code line was intact. Under the emergency operation . . . train operation would not be normal. However, it would be possible to operate switches and move trains by signal indication.

"The instructions to be issued to train and enginemen required that the dispatcher be contacted immediately by telephone (at that time, we were not using radios on engines or cabooses as is the case at the present time). This contact would be made at any time the train encountered an absolute signal at stop, whether or not it was known that another train was approaching. It was necessary that after a train entered the siding, or had been held on the main track between switches, the dispatcher be advised when either, or both, trains had cleared the main track or a meet could be made. The dispatcher should be contacted and informed as each train approached or departed from the controlled territory. The dispatcher was instructed to maintain a record as to the location of each train on a track diagram furnished for that purpose. This was to be accomplished by the placing of train identification tags to pins on the track diagram. Temporary train sheets were also to be used to record train movements.

"The dispatcher was furnished with a detailed set of instructions as to exactly how he should proceed in selecting any given station and call for the operation of a switch and/or signal. Only one code transmission was to be initiated at any given time," Mr. Garrett said.

Copies of the plans and instructions were given to operating and signal supervisors; tests were conducted to demonstrate that all concerned understood the procedures to be carried out under the emergency conditions. In one test at Bakersfield, Calif., when there were only three signalmen in the area, an emergency alarm was given, the CTC control machine was disconnected, and the emergency operating panel was placed in service in less than 20 minutes. Trains were dispatched for several hours to prove beyond any doubt that the plan was feasible.

Since 1942, all CTC installations on the SP have been provided with an emergency control panel at each con-


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# Review 'Disaster' Recovery Plans

trol point (end of a siding or absolute signal location) so that a signal maintainer could operate the switch and clear signals as directed by the dispatcher. Mr. Garrett said it was not planned that these panels would be used for emergency operation under disaster conditions, but they would be used in case of temporary failures.

## Automatic CTC

SP has in service over 700 miles of automatic CTC (where trains make meets automatically, obviating the need for the dispatcher to position switches and clear signals). To make the automatic dispatching feature effective in case the central office equipment is damaged or destroyed or the code line broken, equipment is being installed at control points which under emergency control would bypass the normal operation of the system and substitute a train approach system. Under these emergency conditions, Mr. Garrett explained, "eastward trains will be routed through each control siding whether or not an opposing train is to be met, and westward trains would automatically line the switches and clear signals for mainline operation. This procedure may be reversed if necessary so westward trains would enter the siding and eastward trains would hold the main track. This system of control would naturally slow up the operation of eastward trains, but should not materially effect westward trains.

"We feel sure that in case of an emergency, we will be able to efficiently move traffic by signal indication, even though the control machine and all related apparatus may be completely destroyed. This recently developed system is comparatively simple and inexpensive to install," Mr. Garrett reported.

Hotbox detectors and radio applications also come in for thorough discussion.

Seaboard Air Line has 59 hotbox detectors in operation of which 10 are of the manual type, 20 are of the automatic "Beep" type and 29 are of the "Talking" type, according to J. R. DePriest, superintendent communications and signals. He said the Beep type are being converted at the rate of two per month to the Talking type, and when the present program is completed, 49 hotbox detectors will be of the Talking type (RA, July 24, 1961, p. 28). These detectors use wayside radio to broadcast a recorded message voice giving the location of hotboxes detected on a passing train. Simultaneously, the message is transmitted to the dispatcher.

"The results obtained from the use of this device have generated much praise and enthusiasm from the operating personnel," Mr. DePriest said. "As to the economic results, a study revealed a reduction in the cost of accidents due to journal failures, broken journals and broken axles in 1961 as compared with 1960 amounted to $2,828 per detector-month. A similar comparison for the first six months of 1962 and 1961 revealed a reduction of $2,971 per detector-month. For the 18-month period there was an average reduction of $2,913 per detector-month. These costs include damage to equipment, track and lading and cost of clearance. It does not include the cost of detouring, costs of delays and loss of business and customer good will."

How a radio repeater system provides solid coverage in the Cascade tunnel for Great Northern freight trains was explained by C. H. Wesman, the road's assistant engineer, signals and communications.

"Shortly after the GN installed two-way radio communication in its engines, cabooses and wayside stations," he said, "train crews operating through the Cascade tunnel in western Washington noticed that the two-way radio could not be used if either party was inside the tunnel.

"The tunnel is 16 feet wide, 21 feet high, 7.79 miles long, and ascends from west to east on a grade of 1.6%. Eastbound engines, traveling uphill, their normal cooling impaired by the closeness of the tunnel walls, are cooled by a stream of air from an 800-hp fan at the east end of the tunnel, while a door across the east portal prevents the air from escaping there. The importance of a smooth, well-integrated operation through this single-tracked bore, and the demonstrated value of good radio communication led GN's management to have their communication engineers investigate the possibility of providing two-way radio within the tunnel.

"Many measurements were made to determine how far radio signals would travel inside. Tests were conducted involving use of radios on engines, on cabooses, and by men walking inside the tunnel with portable walkie-talkie sets, as well as with more sophisticated field-strength measuring equipment.

"The basic philosophies governing the approach to the problem required that the system representing the solution should: (1) Provide complete radio coverage throughout the area just as though the tunnel and the mountain were not there. That meant from any point inside the tunnel to another point inside; from a point outside to a point inside; and from a point outside the east portal to a point outside the west

portal; and (2) Require no modification of any other radio equipment already in use," Mr. Wesman said.

"Measurements showed that the radio in the engine could reach forward about twice as far as it could reach back, because its own train was filling the tunnel behind it. Likewise, the caboose could talk rearward into the empty tunnel twice as far as it could reach forward. Since this steep mountain grade required many long freight trains to have helper engines in the train, an added problem was the fact that the helper was shut-in both front and rear by the cars of the train, thus cutting drastically its radio range.

"A system was developed using 33 radio transmitter and receiver units spaced 1,300 ft apart all through the tunnel, including a station at each portal. When one of these units picks up a radio signal, the voice is sent over a cable to all the other units which rebroadcast throughout the tunnel, as well as to points outside both east and west portals. In this manner a train inside can talk to its own caboose or to stations or other trains outside either east or west portal. Also, waystations on one side of the mountain can talk to waystations on the other side.

"Shortly after the system was inaugurated, a freight train broke in two in the middle of the tunnel. Over the tunnel radio system, the train crew contacted the waystation at Scenic, just outside the West Portal. Scenic relayed the information to the dispatcher in Seattle over the telephone. By this means the dispatcher was able to keep in touch with the progress of repairs and use the information to advance other trains on the district to better advantage.

"Crews on a work train doing repair work in the tunnel have found the tunnel radio system valuable for listening in on conversations on both sides of the tunnel and arranging their entrances and exits to best advantage.

"Section men and other maintenance personnel on motor cars inside are able to call the wayside stations at Skykomish, Merritt or Scenic, as well as the fan-house at Berne to obtain information relative to train movements.

"In these and many other similar instances, the tunnel radio system helps to integrate operation of the GN through the difficult terrain of the Cascade mountains," Mr. Wesman concluded.

New officers of the Communication and Signal Section, elected by the Committee of Direction, are: Chairman, H. B. Garrett, signal engineer, Southern Pacific; first vice-chairman, J. H. Wallis, communications engineer, Baltimore & Ohio; and second vice-chairman, F. Youngwerth, general superintendent communications and signals, Erie-Lackawanna. Newly elected chairman of the Railway Signal and Communications Suppliers Association is J. W. Porter, executive vice-president, General Railway Signal Co.

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## Spector Freight Forms CTR Division

A newly-created company division, headed by J. L. Pfeiffer, will be responsible for development and operations of Spector Freight System's Coordinated Truck-Rail (CTR) Plan.

CTR, announced last month (RA, Sept. 17, p. 58), is described as "a close partnership between a long-haul trucking company and a railroad." Its initial application involves Plan V TOFC movement of brass articles from New Brunswick, N.J., to Chicago, via Spector-Pennsylvania. Similar arrangements with the Erie-Lackawanna will reportedly be announced soon.

Mr. Pfeiffer was formerly vice president in charge of Spector's line-haul operations.

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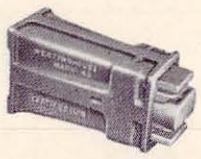

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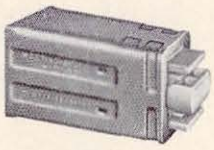
Friction gear for 24⅝-inch pockets; 3¼ inches travel. A.A.R. Certificate No. 35, under A.A.R. Specification M901-53.



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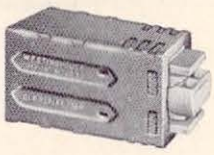
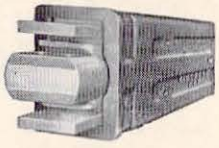
For 24⅝-inch pockets, 3¼ inches travel. Friction principle. A.A.R. Certificate No. 41, under A.A.R. Specification M901E-59.



**Westinghouse MARK R500**

A.A.R. Certificate No. 42; also met A.A.R. Specification M901E-59. Combination friction-rubber, for 24⅝-inch pockets; 3¼ inches travel.



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For 36-inch pockets. Extra high capacity friction gear. A.A.R. Certificate No. 37 under A.A.R. Specification M901C-56. Has 4¾ inches of travel.

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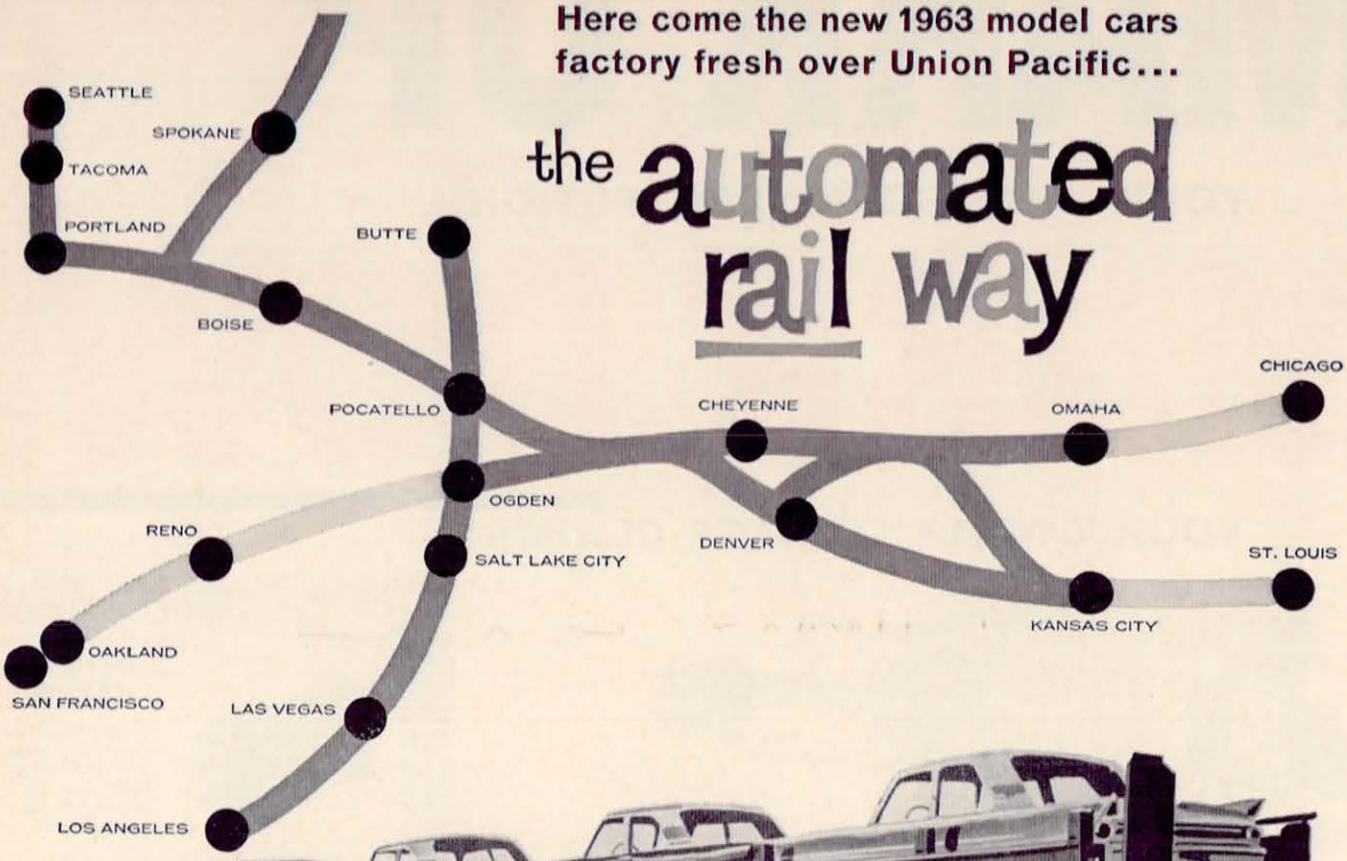


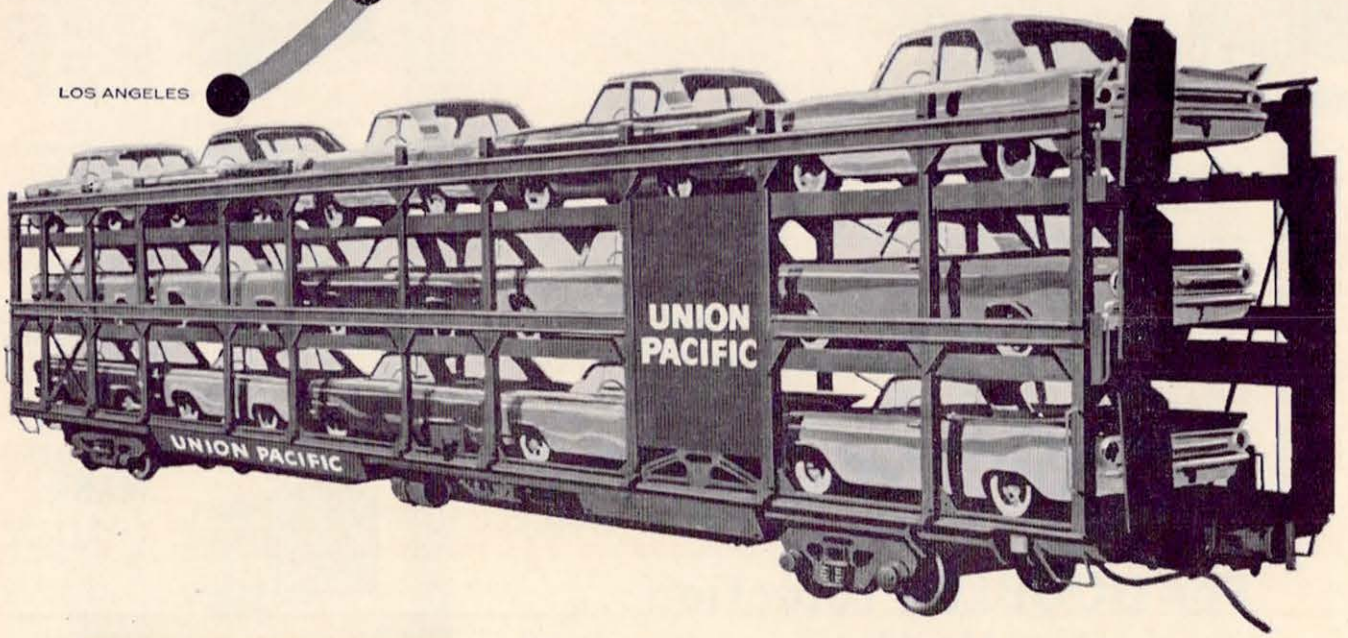


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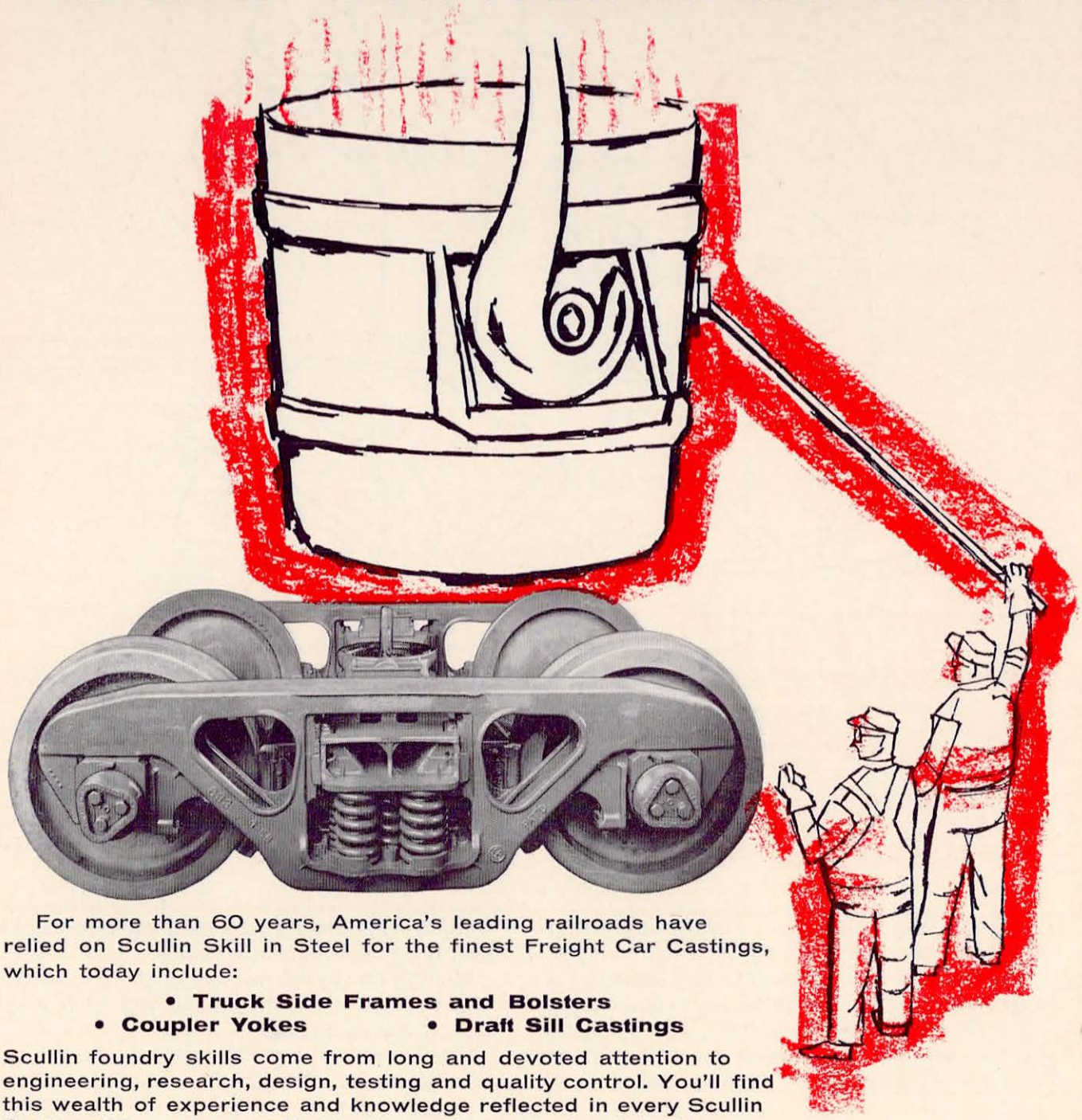

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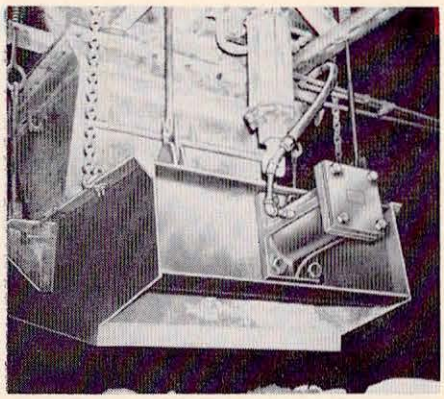
# NEW PRODUCTS REPORT *(Continued on next page)*

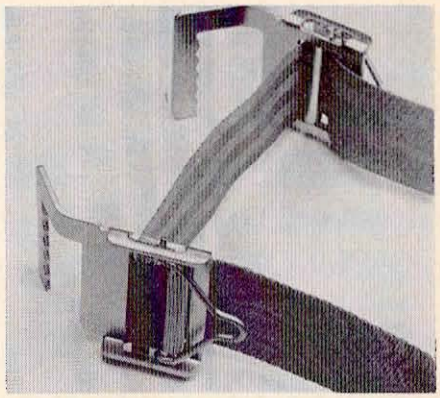


## Vibratory Feeder (RA-1)

A special pneumatic vibratory feeder has been constructed to unload heavy Liberian iron ore weighing 160 lb per cu ft, and containing lumps up to 12 in. in size. Currently in use by a mid-western steel producer, the feeder can accurately control amount of ore being unloaded from high-level storage bins at rates up to 500 tons per hour. Incorporating only one moving part, it replaces an air-operated gate. *National Air Vibrator Co.*

## Anti-Theft Device (RA-2)

A new anti-burglary device, said to be ideal for use on railway loading docks and in shipping and receiving rooms, has just been introduced. The new device, called Tele-Tector, is powered by a fractional horsepower motor. Its red light stays on constantly, warning would-be pilferers of the danger of being caught. Tele-Tector swivels in an arc, panning a 100-deg viewing area. It can be mounted on any wall, post, or ceiling. *Norman Industries, Inc.*



## Load-Holder (RA-3)

The "Load-Holder" is said to be capable of lashing any size package (up to length of strap), quickly and securely in any slat-equipped box car or trailer. It consists of a 2-in. nylon strap of any desired length (basic length 10 ft) with two combination buckle-and-end fittings which serve both to hook the holder over vehicle sidewall slats and to tighten and release the strap. It tightens and releases from either end. *Cargo Stabilizing Devices, Inc.*

## Space Heater (RA-4)

A new 85,000-Btu "Salamander" has been added to the Aeroil line of space heaters for use in warehouses, shipping platforms and similar locations where permanent heating cannot be installed or where temporary heating may be needed. The company's complete line includes units ranging up to 550,000 Btu, and available for LP vapor gas, LP liquid gas, or natural gas, depending on local conditions and requirements. *Aeroil Products Co.*

## Pallet Pusher (RA-5)

A new attachment can be mounted on any make or model of lift truck to push cubed loads off of pallets into any desired position. By removing loads in seconds, it is said to eliminate need for hand-stacking in box cars, trailers or warehouses, and also to permit tighter stacking with no wasted space. It can be mounted either horizontally for wide loads, or in a vertical position to handle narrow loads. *Little Giant Products, Inc.*

## Package Sealer (RA-6)

Faster and better package sealing, and less damage and pilfering, are said to be obtainable with "Takeze," a new form of "Kano Tak." The product, added to the water supply of a gum tape sealer, causes the water to spread evenly, softens the gum and provides instant adhesion. This eliminates the poor adhesion which may result when water stands on the tape in droplets, and does not spread evenly over the surface. *Kano Laboratories.*

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PLEASE SEND ADDITIONAL INFORMATION ABOUT PRODUCTS ADVERTISED ON PAGES 2 3 4 6 8 11 12 18 19 20 21 22-23 24-25 26 27 28-29 30 31 34-35 36-37 40 41 47 51 52 53 54-55 56 57 58 59 60 66 71 72

PLEASE SEND INFORMATION ABOUT PRODUCTS DESCRIBED ON PAGES 61 and 62 MARKED RA-1 RA-2 RA-3 RA-4 RA-5 RA-6 RA-7 RA-8 RA-9 RA-10 RA-11 RA-12

NAME ..... TITLE .....

COMPANY .....

ADDRESS .....

CITY ..... ZONE ..... STATE .....

10/29/62

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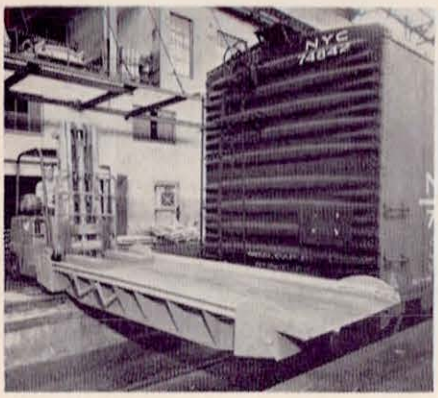
# NEW PRODUCTS REPORT *(Continued from preceding page)*

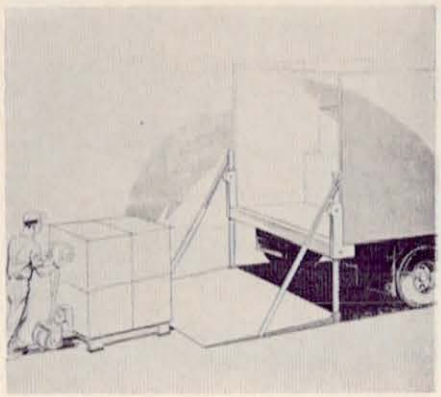


## Magnesium Dock Bridge (RA-7)

"A bridge that moves to the job" is the manufacturer's description of a new magnesium dock bridge that can be mounted on rubber-tired or flanged-wheel tricycle running gear; or moved, without running gear, by an average fork truck. The bridge is positioned by a self-contained hydraulic package. It is available in standard lengths up to 20 ft, with capacity to 20,000 lb; includes safety treads and curbs. *Copperloy Corp.*

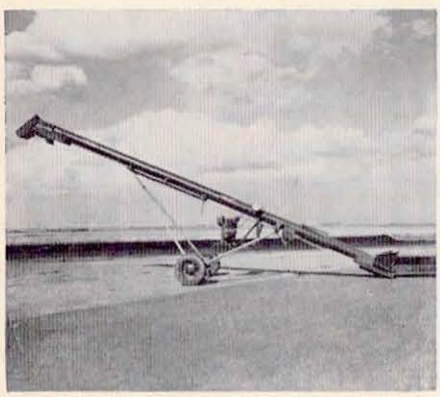
## Containerized Tank (RA-8)

The 3,000-gallon "Stricktainer Tank" is said to be the first 20-ft containerized tank adapted to highway or rail piggyback transport. As a tractor-drawn highway unit the aluminum-coated steel tank rides on a bogie, as illustrated; in about four minutes, it can be backed onto a flat car, the bogie disengaged, and the tank jacknifed into place. Tank units can be coupled together, or to other highway units. Frame is 8 ft wide, 8½ ft high. *Strick Trailers.*



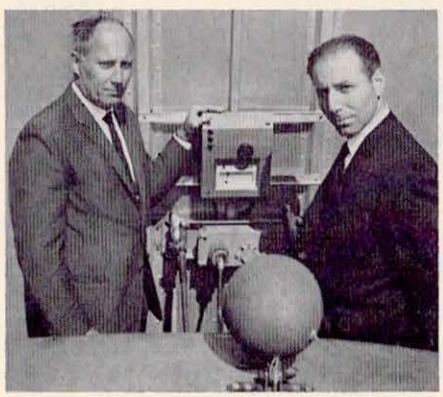
## Truck Tail Gate (RA-9)

An hydraulically-actuated truck tail gate is said to be the first of its kind having sufficient area and capacity to handle a loaded industrial truck between floor and truck body level. This includes hand pallet trucks, skid trucks, platform trucks and containers. The gate is 80 in. by 90 in.; has a total of 64 in. of vertical travel, and a rated lifting capacity of 5,000 lb. It may be used on new or existing trucks or trailers. *Techno Truck Co.*



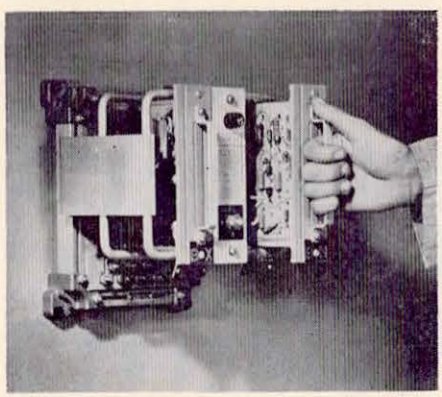
## Conveyor-Elevator (RA-10)

"A belt in a tube" is said to be the simplest description of a new portable conveyor-elevator for bulk materials handling. "Beltveyor" consists of an endless three-ply, 12-in. rubber and fabric belt moving in a seamless steel tube 10 in. in diameter and 20, 30 or 40 ft long. Powered by gasoline or electricity, it will handle bulk materials horizontally or on slopes of up to 40 deg; typical capacity, for bulk fertilizers, is 3,000 lb/min. *Speed King Mfg. Co.*



## Temperature Controller (RA-11)

A newly perfected temperature controller is said to assure constant in-transit temperature for perishable or frozen foods. The field-tested unit, which is dust, salt and water proof, is described as having "specific components built to withstand hard use and changing environments and yet assure accuracy." An external gage shows what temperature conditions are within the refrigerated transport vehicle. *Ametek, Inc.*



## Voltage Regulator (RA-12)

The circuit of the 17FH20B1 static voltage regulator designed primarily for diesel-eletctric locomotives, uses silicon-controlled rectifiers to increase resistance to damage from voltage surges and spikes and extends range of ambient temperatures in which regulator may be operated continuously without damage. By installing resistive shunt in the auxiliary generator armature circuit, automatic armature-current limit control may be added. *General Electric.*

# Market Outlook

## Carloadings Rise 1.1% Above Previous Week's

Loadings of revenue freight in the week ended Oct. 20 totaled 613,223 cars, the Association of American Railroads announced on Oct. 25. This was an increase of 6,445 cars, or 1.1%, compared with the previous week; a decrease of 37,735 cars, or 5.8%, compared with the corresponding week last year; and a decrease of 24,350 cars, or 3.8%, compared with the equivalent 1960 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, October 20

| District | 1962 | 1961 | 1960 |
|---|---|---|---|
| Eastern | 84,665 | 89,648 | 89,275 |
| Allegheny | 97,667 | 103,471 | 105,239 |
| Pocahontas | 52,557 | 54,429 | 53,089 |
| Southern | 114,086 | 118,296 | 116,420 |
| Northwestern | 91,225 | 99,973 | 98,171 |
| Central Western | 131,023 | 138,963 | 131,383 |
| Southwestern | 42,000 | 46,178 | 43,996 |
| Total Western Districts | 264,248 | 285,114 | 273,550 |
| Total All Roads | 613,223 | 650,958 | 637,573 |
| Commodities: | | | |
| Grain and grain products | 61,893 | 63,458 | 62,665 |
| Livestock | 9,561 | 10,607 | 10,559 |
| Coal | 111,107 | 111,896 | 113,299 |
| Coke | 5,906 | 7,704 | 6,313 |
| Forest Products | 36,796 | 39,826 | 38,229 |
| Ore | 39,498 | 49,046 | 46,114 |
| Merchandise l.c.l. | 22,123 | 27,820 | 34,990 |
| Miscellaneous | 326,339 | 340,601 | 325,404 |
| October 20 | 613,223 | 650,958 | 637,573 |
| October 13 | 606,778 | 642,155 | 653,277 |
| October 6 | 594,722 | 639,784 | 645,986 |
| September 29 | 596,862 | 637,294 | 632,227 |
| September 22 | 592,154 | 605,842 | 617,673 |
| Cumulative total, 42 weeks | 23,382,629 | 23,017,301 | 25,216,830 |

**PIGGYBACK CARLOADINGS.**—U. S. piggyback loadings for the week ended Oct. 13 totaled 15,066 cars, compared with 12,319 for the corresponding 1961 week. Loadings for 1962 up to Oct. 13 totaled 552,708 cars, compared with 458,426 for the corresponding period of 1961.

**IN CANADA.**—Carloadings for the seven-day period ended Oct. 7 totaled 78,914 cars, compared with 86,499 for the previous nine-day period, according to the Dominion Bureau of Statistics.

| | Revenue Cars Loaded | Total Cars Rec'd from Connections |
|---|---|---|
| Totals for Canada | | |
| Oct. 7, 1962 | 78,914 | 23,461 |
| Oct. 7, 1961 | 78,050 | 24,785 |
| Cumulative Totals | | |
| Oct. 7, 1962 | 2,747,456 | 918,567 |
| Oct. 7, 1961 | 2,680,369 | 935,822 |

# New Equipment

**FREIGHT-TRAIN CARS**

► *New York Central.*—Ordered 50 70-ton, insulated box cars from General American for delivery beginning in December.

► *United States Railway Equipment.*—Has leased 260 50-ton all-steel wide-door box cars to the Akron, Canton & Youngstown. Delivery is scheduled for completion in the first quarter of 1963.

► *Bad Order Ratio 0.9% Lower Than Last Year.*—Class I roads on Sept. 1 owned 1,572,753 freight cars, 51,237 less than on Sept. 1, 1961, according to AAR report summarized below. Bad order ratio was 0.9% lower than on Sept. 1, 1961.

| | Sept. 1, 1962 | Sept. 1, 1961 | Change |
|---|---|---|---|
| Car ownership | 1,572,753 | 1,623,990 | —51,237 |
| Waiting repairs | 135,257 | 153,570 | —18,313 |
| Repair ratio | 8.6% | 9.5% | — 0.9% |

# New Facilities

► *White Pass & Yukon.*—Is constructing a freight office and warehouse at Whitehorse, Yukon, at a cost of $160,000 and has authorized purchase of 7.5 miles of relay rail costing $90,000 to be installed by company forces during 1963.

**FOREIGN**

► *Ceylon.*—Requests bids until Jan. 16, 1963, for the supply of 600,000 rail anchors. Details are available from the Commercial Secretary, Embassy of Ceylon, 2148 Wyoming Ave., Washington 8, D.C.

► *Pakistan.*—A $6,500,000 contract has been awarded to Bethlehem Steel Co. by the U.S. Agency for International Development covering production of railroad and steel accessories for Pakistan, according to U.S. Rep. Francis E. Walter (D.-Pa.).

# Orders and Deliveries

► *Orders Decrease.*—Orders were placed in September for 1,593 freight cars, compared with 2,796 for August. September 1961 orders totaled 3,143. Deliveries in September totaled 2,946, compared with 3,541 in August, and 2,747 in September 1961. Backlog of cars on order and undelivered on Oct. 1 was 11,064, compared with 12,429 on Sept. 1, and 10,133 on Oct. 1, 1961.

| TYPE | ORDERED September, 1962 | DELIVERED Sepetmber, 1962 | ON ORDER & UNDELIVERED October 1, 1962 |
|---|---|---|---|
| Box—Plain | 400 | 696 | 2,585 |
| Flat | 674 | 530 | 1,777 |
| Gondola | 3 | 0 | 470 |
| Hopper | 0 | 537 | 1,386 |
| Covered Hopper | 169 | 590 | 455 |
| Refrigerator | 185 | 210 | 2,645 |
| Stock | 0 | 0 | 100 |
| Tank | 127 | 282 | 1,348 |
| Caboose | 0 | 9 | 90 |
| Other | 35 | 92 | 208 |
| TOTAL | 1,593 | 2,946 | 11,064 |
| Car Builders | 1,256 | 1,984 | 5,264 |
| Railroad Shops | 337 | 962 | 5,800 |

# Shopmen Seek New Job Rules

► **The Story at a Glance: Latest union drive to improve industry-wide job-protective contract provisions opened Oct. 15, when six mechanical craft unions served Section 6 notices on the nations' carriers proposing four major contract revisions. Main points in the shopcraft proposals are aimed at extension of protective obligations of the Washington Job Protection Agreement and an attack on the practice of contracting out work.**

Six unions, representing 150,000 maintenance of equipment employees, have asked for sweeping job stabilization rules changes to become effective Nov. 14. The Section 6 notices, served on about 100 railroads Oct. 15, were served by the Machinists, Sheet Metal Workers, Carmen, Boilermakers & Blacksmiths, Electrical Workers and Firemen & Oilers. The six unions (affiliates of the AFL-CIO Railway Employees Department) are seeking four major contract changes.

Heart of this latest job-stabilization move is the shopmen's attack on "farming out" shop work. The notices also ask that the protection to employees provided by the Washington Job Protection Agreement of 1936 be extended to cover employees affected by a long list of organizational or operational changes in addition to changes brought about by merger or consolidation. As proposed, the Washington Agreement's provisions would be extended to employees adversely affected by technological improvements, labor saving devices or by any operational change not resulting solely from a decline in traffic.

Other proposals in the Oct. 15 notices include a rule aimed at preserving work of any craft to members of that craft and a rule specifying what work be assigned members of the Brotherhood of Railway Carmen.

Railway Employees Department President Michael Fox said that the "farming out evil" has grown steadily and that the railroads are using "all sorts of gimmicks" to eliminate shopmen's jobs. He said that the practice of trading in old equipment for rebuilt equipment has prevented railroad shopmen from doing rebuilding work.

Mr. Fox said, "This situation has been accumulating for a long time and has become intolerable. Railroads have been unilaterally deciding they can consolidate what work they please, or give it away to outside firms without consulting the unions in any way." The shopcraft proposals, according to Mr. Fox, are designed to halt "these mounting abuses."

Here, in detail, is the proposed mechanical-craft job stabilization plan:

• Only mechanics or apprentices regularly employed as such shall do mechanics' work of their craft as per the special rules thereof, and no work of any craft covered by such agreements shall, under any circumstances, be performed by any official, supervisory officer, or by employees who are employed in another craft; except at points where it is agreed that there is not sufficient work to justify employing a mechanic of each craft and agreement is reached between the carrier and the general chairmen of the crafts involved,

## Work-Rules Decision Due 'Very Soon'

Showdown in the work-rules case came nearer last week as the U. S. Court of Appeals in Chicago—after hearing oral arguments — promised a decision "very soon" on separate appeals by the carriers and the unions from District Court rulings.

The five operating unions appealed Judge Joseph S. Perry's ruling which denied their allegation that carrier efforts to implement work-rule changes unilaterally violated provisions of the Railway Labor Act. The carriers asked the appellate court to set aside the lower court's order restraining them from putting proposed rule changes into effect pending the union appeal.

Carrier attorneys argued before the three-judge panel that Judge Perry's restraining order is unjustified in view of his finding that carrier efforts to make changes in working rules were not in violation of the Railway Labor Act. Labor organization attorneys claimed the proposed rules were "no rules at all" and asked the Court of Appeals to reverse the District Court decision and permanently enjoin the carriers from putting the rule changes into effect.

Other developments on the labor front:

• A U. S. District Court ruling extended the industry-wide injunction granted the operating brotherhoods in the work-rules dispute to cover union strike action stemming from local rule-change demands. The order barred the Brotherhood of Railroad Trainmen from striking Santa Fe over unsettled rule-change demands dating from September 1956 as long as the prior injunction remains in force.

• Florida East Coast was given until Oct. 31 to answer a BRT motion in U. S. District Court asking FEC to show cause why it should not be held in contempt of the court's injunction barring work-rules changes. BRT attorneys claim FEC is operating two trains daily between Fort Pierce and Hialeah race track with only one brakeman. BRT charges contract provisions require at least two brakemen on each train.

• A Presidential fact-finding board continued hearings in its investigation of a rule-change controversy involving the Brotherhood of Locomotive Engineers and the Belt Railway of Chicago. A principal issue is a health and welfare program demanded by the union. The board is scheduled to report Nov. 5.

arriving at special arrangements for the performance of work at such points.

- Motor vehicles (passenger or truck) used for road service will be driven by an employee of the craft whose work is to be performed.
- In case of any violation of this rule, the employee or employees who would have performed such work if it had been performed without violation of this rule, shall be compensated on the same basis as if they or he had performed the work.
- Except by special agreement as to specifically described work, (made in each instance between the representative of the carrier and the general chairman of the craft involved), all work, which if performed by the carrier with its own employees, would be covered by such agreements, shall be performed by employees covered by such agreements. The carrier shall not (1) contract with others for the performance of any such work; (2) contract with others for the trade-in or repurchase of equipment, unit exchange, the installation, repair, rebuilding or replacement of equipment or the component parts thereof; (3) lease or purchase equipment or component parts thereof, the installation, operation, servicing or repairing of which is to be performed by the lessor or seller. In case of any violation of this rule, the employee or employees who would have performed such work, if it had been performed without violation of this rule, shall be compensated on the same basis as if they or he had performed the work.
- The same protective benefits as those afforded by Sections 4, 6, 7, 8, 9, 10 and 11 of the Agreement of May 1936, Washington, D.C., shall be applicable to employees who are displaced or deprived of employment as a result of changes in the operations of this individual carrier such as:

Transfer of work; abandonment, discontinuance or consolidation of facilities or services, or portions thereof; contracting out of work; lease or purchase of equipment or component parts thereof, the installation, operation, servicing or repairing of which is to be performed by the lessor or seller; voluntary or involuntary discontinuance of contracts; technological changes; installation of labor saving equipment and machinery; trade-in and repurchase of equipment or unit exchange; and any changes in work assignments or operations other than those resulting solely from decline in volume of traffic.

- The coupling and uncoupling of air, steam and signal hose, testing air brakes and appurtenances on trains or cuts of cars in yards and terminals, shall be Carmen's work.

The threat of decreasing job opportunities in the railroad industry is viewed as an "important problem" by rail labor. But spokesmen for several other non-operating unions indicate they are planning no industry-wide job stabilization moves at this time.

Jesse Clark, president, Brotherhood of Railroad Signalmen of America, said, "We find job stabilization important and hope to reach some agreement with the railroads on it but we are not, at present, planning any national move. We are talking job stabilization with a few individual roads."

Railroad Yardmasters of America President M. H. Schoch said that RYA had no job stabilization demands pending. Asked if any such proposals are being considered by the Yardmasters, Mr. Schoch answered noncommittally, "That is on the other side of the page."

A spokesman for the American Train Dispatchers' Association said they had "no general movement" under way. "We have proposals pending on a few individual railroads but these are very scattered as far as we are concerned. We are talking with Southern Pacific and one or two others."

# M/W Chief Urges Cooperative Action

Canadian National's Union-Management Cooperative Movement was held up as a pattern for U. S. railroads by Harold Crotty, president of the Brotherhood of Maintenance of Way Employes, speaking before the Chicago Maintenance of Way Club Oct. 22.

The Canadian National-M/W cooperative plan (which has been joined by the Brotherhood of Railroad Signalmen) was cited by Mr. Crotty as providing machinery for increased rail-union action toward mutually beneficial objectives. Regional meetings and a system-wide meeting (at which discussion of wages, work rules, and grievances is barred) covered 283 items ranging from improving tools and conservation of materials to education and training of employees, fire prevention and the problems of aging employees.

Mr. Crotty described how CN officers briefed the labor representatives on rail research and development, future business prospects, sales problems, freight service improvements and progress in industrial development. He said other subjects included discussion of how to find jobs for M/W workers displaced from their jobs, design of motor cars, and specific training programs for upgrading employees' skills.

Citing the many areas and occasions where "a broad degree of cooperation exists between railroads and their employees," Mr. Crotty said there are other areas in which labor is "most willing" to cooperate with the carriers if given the opportunity. He mentioned rail labor's opposition to federal transportation subsidies, inequitable taxation of the railroad plant and the unfair "umbrella" rate decisions of the ICC. Mr. Crotty also cited specific legislation where rail labor joined management for the industry good.

"Railroad labor," said Mr. Crotty, "has never opposed, and does not now oppose, railroad mergers as such." He described ICC conditions for employee protection in mergers as "inadequate" and said "that in any merger or consolidation of railroad properties the human element cannot and must not be ignored." He said it is labor's position that current merger proposals be postponed until Congress determines the public interest, and that "provisions be made for the adequate protection of affected employees," through joint cooperative action between carriers and labor organizations. Mr. Crotty cited safety, truck use by M/W employees, accident-reporting rules, handling of claims, and grievances as areas where more cooperation could prove "mutually advantageous."

"Cooperative meetings like those on the CN cannot dispose of all the problems facing railroads and their employees," declared Mr. Crotty. "They do, however, create and provide a climate in which the disputes and disagreements of the collective bargaining process can be set aside temporarily and matters of mutual interest can be discussed and considered. I believe they bring the parties, who have so much to gain through cooperation, closer together and, as a result, many of the so-called major controveries in other areas can be resolved."

# PEOPLE IN THE NEWS

**ALTON & SOUTHERN.**—**Oliver Giebe** appointed auditor of disbursements, East St. Louis, Ill., succeeding the late **G. W. Walker. C. C. Doettling** appointed to the newly created position of operations analyst, East St. Louis. Mr. Doettling was formerly general manager, **Massena Terminal,** an affiliated road, at Massena, N.Y. In his new assignment he will assist in developing operational procedures in conjunction with the new classification facility now under construction at East St. Louis. **R. R. Stevens,** chief clerk, Massena Terminal, appointed superintendent, and the position of general manager abolished.

**ATLANTIC COAST LINE.**—**Maj. Gen. Norman H. Vissering** appointed assistant vice president—traffic, at Orlando, Fla., effective Nov. 1. Now commanding general of the U.S. Army Transportation Center at Ft. Eustis, Va., Gen. Vissering will retire on Oct. 31 after more than 35 years military service.

**J. D. Bozard,** general industrial agent, Atlanta, Ga., appointed assistant general freight agent there, succeeding **C. P. Wood,** transferred to Jacksonville, Fla. **C. S. Graham** appointed general agent, Atlanta, succeeding **O. C. Rose,** named division freight agent, Savannah, Ga. **T. J. Whitton** appointed general agent, Raleigh, N. C., succeeding **N. M. Langhorne, Jr.,** named division freight agent, Rocky Mount, N.C. **R. D. Beasley** named general agent, Brunswick, Ga.

**BALTIMORE & OHIO.**—**Maurice E. Good,** assistant general freight claim agent, Baltimore, Md., appointed director of freight claims there, reporting to **John I. Barnes,** vice president—accounting and freight claims.

**CHESAPEAKE & OHIO.**—**Kenneth C. Hoffman,** assistant freight traffic manager, Cincinnati, Ohio, promoted to freight traffic manager there, succeeding the late **C. N. Page.**

**W. J. Franzke** appointed assistant superintendent power and car utilization, Detroit, Mich., succeeding the late **R. D. Hudgens.** Abolished position of assistant to superintendent power and car utilization, formerly held by Mr. Franzke.

**G. D. Mayor,** division engineer, Huntington division, Huntington, W.Va., appointed engineer maintenance of way standards there. **R. B. Hayslip,** assistant division engineer, Clifton Forge division, at Clifton Forge, Va., promoted to division engineer, Hinton division, at Hinton, W. Va., succeeding **C. M. Kern,** transferred to the Huntington division, to replace Mr. Mayor.

**Robert J. Knotek,** assistant chief clerk, office of senior vice president—coal traffic and development, Cleveland, appointed coal traffic agent—rates, Richmond, Va.

**COLUMBIA, NEWBERRY & LAURENS.**—**R. F. Crotts** appointed division freight agent, Columbia, S. C.

**DEFENSE TRAFFIC MANAGEMENT SERVICE.**—**G. William Baude,** assistant chief, Traffic Branch, promoted to assistant chief, Freight Operations Division.

**ERIE-LACKAWANNA.**—**Chester K. James,** superintendent of motive power, Cleveland, Ohio, and **James A. Moore,** district sales manager, Dallas, Tex., will retire Oct. 31.

**ILLINOIS CENTRAL.**—**Elias Lyman** appointed freight traffic manager, Chicago.

**LOUISVILLE & NASHVILLE.**—**Charles E. Murray,** freight traffic agent, Louisville, Ky., appointed district piggyback representative.

**MIDLAND CONTINENTAL.**—**Wilbur A. Taft,** who became general manager at Jamestown, N. D., last month, also has been elected president, succeeding **Leslie T. Wright,** who retires Nov. 1.

**MILWAUKEE.**—**R. M. Low** named division engineer, Iowa division, Perry, Iowa, to succeed the late **R. A. Whiteford.**

**NORFOLK & WESTERN.**—**Omer L. Thomas** appointed district manager—coal traffic, Winston-Salem, N. C., succeeding the late **Martin T. Delabar. William B. Bales** named assistant district manager—coal traffic, Beckley, W. Va., a new position.

**RICHMOND, FREDERICKSBURG & POTOMAC.**—**Milton J. Elliott, III,** special representative, also appointed editor of "Rail-O-Gram" succeeding the late **Hunter J. Thompson, Jr.**

**SANTA FE.**—**D. W. Teel** appointed acting general transportation inspector, Topeka, Kan., replacing **P. R. Buchanan,** named acting trainmaster, Carlsbad, N. M.

**C. R. Bakke** appointed assistant general freight agent, Los Angeles, Calif., succeeding **J. A. Stevenson,** promoted.

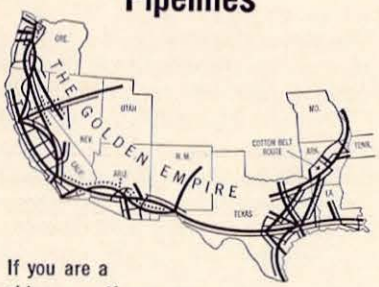
**SEABOARD.**—**Joseph H. Harrell,** office manager, Richmond, Va., promoted to district freight agent, Norfolk, Va., effective Nov. 1., succeeding **Stanley E. Shipp,** named general western TOFC agent, Chicago.

**WABASH.**—**W. F. Zackmann** appointed to the newly created position of assistant manager-piggyback operations, St. Louis. **E. J. Tiernan** named perishable sales representative, St. Louis. **J. R. Cass** and **O. P. Wickert** appointed district sales managers, San Antonio, Tex. and Green Bay, Wis., respectively.


**Southern Pacific**

serves the Golden Empire with

**Trains**
**Trucks**
**Piggyback**
**Pipelines**




If you are a shipper, or if you are having something shipped to you,

**call Southern Pacific first!**


## Supply Trade

**Robert H. Gurley,** president, **Transquip Corp.,** Chicago, has been appointed sales agent for **Keystone Railway Equipment Co.,** to handle certain railroads in the Chicago area.

**Spector Freight System,** Chicago, has appointed **J. L. Pfeiffer** vice president and head of its newly created Coordinated Truck-Rail Division. Mr. Pfeiffer was previously vice president of line haul operations for Spector. **Frank Fahey,** director of physical distribution, has been assigned to the C.T.R. division.

**J. A. Liddell,** vice president, sales and market research, **National Lock Washer Co.,** Newark, N. J., has been appointed vice president-sales, **Chicago Railway Equipment Co.,** with headquarters at Chicago. Mr. Liddell will be responsible for railroad sales of both companies.

**Harry R. Bartell & Associates, Inc.** have announced appointment of **Dewey Lang, Lang Railway Equipment Co.,** Homewood, Ill., as Chicago area representative for the sale of **Cline Truck Mfg. Co.** Car Dept. mobile service trucks and mobile wreckers and **Farrell Mfg. Co.** mobile locomotive refuelers. **E. H. Ricketts** of **E. H. Ricketts & Associates,** Parma, Ohio, has been named Cleveland area representative for the sale of Cline mobile service trucks.

**Olaf N. Rye** and **William E. Bruning** have been elected vice presidents of **International-Stanley Corp.,** with headquarters at New York and Omaha, respectively.

## Industrial Traffic

**Warren W. Brown,** assistant vice president, **Western Pacific,** Chicago, was elected president of the **Associated Traffic Clubs of America** at their recent convention at Houston, Tex.

**Lyman L. Carlock** has been promoted to traffic manager for **Cargill, Inc.,** at St. Louis.

**John B. Carnahan** has been appointed manager—distribution, **H. J. Heinz Co.,** succeeding **Ross E. Jones,** vice president—distribution, retired.

**Charles M. Naylor,** traffic and warehouse manager, **Black & Decker,** Towson, Md., died Sept. 25.

**Edward K. Laux,** traffic manager, **Port of New York Authority,** has been appointed special assistant to the director of Port Commerce for Port Protection. **Douglas W. Binns,** assistant traffic manager, succeeds Mr. Laux as traffic manager. **Robert E. Will,** traffic supervisor, named assistant traffic manager.

### OBITUARY

**Clark Hungerford,** 62, chairman of the board, **St. Louis-San Francisco,** St. Louis, Mo., died Oct. 18. Mr. Hungerford was president of the Frisco from 1947 until Oct. 5 (See p. 49).

# Rail 'Turning Point' Seen In 18 Months

During the next 18 months railroads may have an unprecedented opportunity to help shape the future of transportation in this country, an ICC commissioner said last week.

Commisioner John W. Bush told the Railroad Transportation Institute in San Francisco Oct. 24 that the period may well be a turning point in transportation history if advantage is taken of forthcoming new public policy for transportation, and management seizes the initiative with vigorous decisions, research and innovation.

While government can initiate "progressive and coordinated" federal transportation policy, Mr. Bush said, "it still remains that the managers and operators of the rail carrier system must, by sound suggestions (and some compromise where necessary) lend assistance to the framing of legislation." He said such legislation "must effect greater private initiative, more freedom for innovation and more efficient, modernized services for the public."

Railroad problems are not going to disappear solely by legislation, he told the Institute. He conceded "that certain regulation factors and certain antiquated, obsolete and conflicting laws have impeded rail progress," but that rail managements have not fully utilized innovation and initiative in solving railroad problems.

"In the past five years several new services have met with wide customer acclaim," Mr. Bush said. He cited piggyback, revised commodity classifications, containerization, joint rates, through routing, advance market research, "futuristic management policy" and technical research as areas capable of producing more "efficient services and greater business."

He said the responsibility for rail action in lower rate determination cost, improved administrative costs and more "publicly comprehensible" rates to increase rail traffic "rests basically on the shoulders of management."

He said continuous innovation is needed, and that obstructionism based on intermodal hostility and a reliance on time-worn practices is not going to strengthen the common carrier system or the national economy.

Mr. Bush also spoke of the need for reform in labor utilization: "Labor, itself, has a direct stake in a prosperous railroad future. Obstinancy, and fear of automation, failure to accept more economic distribution of labor resources, and general resistance to new ideas is not an enlightened nor a progressive pattern."

Paul J. Wellnitz, traffic manager for Union Carbide Corporation at San Francisco, reviewed the revolution in distribution thinking. He described his firm's concept of distribution as requiring massive cooperative effort from purchasing, production, accounting, sales, marketing, traffic and management people. "Common carriers must cease to regard their service as an isolated function" and recognize their role in the "production process" and that competition is putting a premium on service.

"Today, air, motor, water and rail carriers are recognizing that their proper role is a part of the total marketing mechanism for the nation's goods. . . . Their potential requires performance surpassing that which the shipper can provide for himself. . . . The proper objective should be to move each customer's goods in a manner which minimizes the total cost of manufacturing, storing, transporting, packaging and marketing . . . transportation, in short, that is consumer-oriented."

Mr. Wellnitz cited Western Pacific's freight sales "marketing concept;" New York Central's "Industry Planning Department," Frisco's teams of experts who go after business with "shipper-tailored service;" Consolidated Freightway's Information Service (which offers, upon request, rates of competitive modes as well as their own); American Airlines (which recommends air cargo only if its survey reveals savings in inventory, warehouse costs that justify freight charge increases) and the United and Flying Tiger lines which have freight analysis departments as examples of "carriers that have acted to keep abreast of the new trends in transportation."

Ed White, general attorney for the Association of Western Railways, told the Railroad Transportation Institute members of "The Effective Use of Evidence Adduced in Application Cases in Related Rate Cases." He described how rail and/or motor carriers handling specific traffic who feel they render adequate service at reasonable rates can often have a ready-made defense against "traffic raids" on the part of a new or expanding motor carrier by close attention to the "undeniable" sworn testimony of the applicant and his shipper supporters in application cases, which, unless clearly out of line, are not usually protested. In later proceedings, often called an "initial rate" case, the evidence of the application case can be of real help on material points which would present real difficulty for the protestants (who have the burden of proof) to develop independently.

The RTI group was welcomed to San Francisco by M. W. Roper, vice president and assistant to the president of the Western Pacific. Roy Milbourne, NYC's director of Flexi-Van sales, told of TOFC and Flexi-Van developments. The group also heard California Public Utilities Commissioner George G. Grover.

## NDTA To Study Containerization

Morris Forgash, president of United States Freight Co., has been named chairman of a special 15-man committee appointed by the National Defense Transportation Association to undertake intensive planning in the area of containerization.

Officially designated as a Special Committee for Standardization of Equipment (SCSE), the group includes:

Owen Clarke, vice president, Chesapeake & Ohio; C. D. Duffy, general traffic manager, Westinghouse Electric Corp., and chairman of the National Industrial Traffic League's Transportation Instrumentalities & Car Service Committee; E. C. R. Lasher, president, North American Car Corp.; J. P. Newell, vice president (operations), Pennsylvania, and president, Trailer Train Co.; W. L. Serenbetz, assistant vice president, REA Express.

Also, D. G. Ward, general manager, Container division, General American Transportation Corp.; John Weller, president, Seatrain Lines; W. Stanhaus, president, Spector Freight System; and P. V. Yount, executive vice president, Consolidated Freightways.

They, and other members of the committee, were appointed by W. B. Johnson, president of both NDTA and REA Express. Although recommendations for container sizes have been adopted, Mr. Johnson pointed out, "standards must still be set in other vital areas, including methods and devices for loading and unloading and securing containers on the various modes of transport."

# YOU OUGHT TO KNOW

**There was good news** last week for Norfolk & Western stockholders. Profitable N&W (which has paid common stock dividends since 1901 without a miss) will raise its 1962 payment from $5 to $5.50 and is increasing its regular quarterly dividend from $1 to $1.25 per share. Holders of record Nov. 9 will receive (on Dec. 10) $2.50 per share—a fourth-quarter dividend of $1.25 and a year-end extra of $1.25. President Stuart T. Saunders said N&W's board authorized the increase "as a reasonable payout in relation to prospective earnings for this year." During the first three quarters of '62, N&W earned $5.84 a common share—up 41 cents from the same period last year.

**Formal stipulation** as to shipper testimony has gone into the record of ICC hearings on the proposed Pennsylvania-New York Central merger. The stipulation, by counsel for the railroads and other interested parties, including the Railway Labor Executives' Association, is along lines suggested by Examiner J. K. Lyle (RA, Oct. 22, p. 30). As to shipper witnesses (but not witnesses for business associations), it provides: (a) only such portions of their testimony as has to do with matters within their competency to testify as shippers shall be considered; (b) parties agree that these witnesses, if called, would testify in support of the merger and their testimony would be to the same effect as the shipper witnesses already called; (c) the stipulation does not preclude any party from calling additional shipper witnesses, and does not apply to shipper witnesses whose cross-examination is not completed.

**C. H. Beard,** general traffic manager of Union Carbide Corp., New York, has been appointed consultant to the Under Secretary of Commerce for Transportation.

**Expansion of REA Express'** trucking operations could be "greatly" facilitated as a result of the ICC's decision in No. MC-66562 (Sub-No. 1515). That's what the Commission's report by Commissioner Tucker said. The decision interprets tie-to-rail restrictions as they apply to REA trucking, holding generally that special showings are not required to avoid prior-or-subsequent rail-haul restrictions, provided the trucking operations are supplemental to REA's "express company" operations. Specifically involved were five REA applications for trucking rights, but the Commission, as it said, used the case "as a vehicle for the reappraisal and restatement of the requirements and policies which we believe should obtain with respect to grants of motor-carrier operating rights to REA."

**Canadian National-Grand Trunk** have speeded up their Chicago to Toronto, Chicago-Detroit overnight service. Beginning Oct. 28, one hour and 45 minutes was cut from the International Limited's running time to Toronto, and 45 minutes pared from the Detroit service.

**Dr. George P. Baker,** chairman (and former president) of the Transportation Association of America, has been named dean of the Harvard Business School. Dr. Baker, professor of transportation at Harvard since 1946, has served as acting dean since last March.

**Expedited ICC handling** won't be given the case involving multiple-car rates proposed by the Southern for shipments of grain in its "Big John" cars. The Commission has denied Southern's request that the proceeding, being a case of "general transportation importance," be speeded up by eliminating a division report in favor of an initial decision bv the entire Commission.

**Removal of ICC control** over minimum rates on bulk commodities and agricultural products would create a situation where there would be "no one to stop carriers who would run wild," C. A. Kelley, board chairman of American Trucking Associations, told the American Movers Conference at Washington, D.C. Mr. Kelley suggested that the railroads' real trouble is not over-regulation but "is due in substantial part to the fact that their total plant is overbuilt in terms of the tonnage which they can efficiently haul and can expect to haul under normal circumstances."

**The death throes** of the Rutland are being prolonged. The ICC order permitting abandonment—which would have become effective Oct. 26—has been stayed. Reason: The RLEA, which vigorously opposed abandonment in previous hearings, is keeping the battle going. RLEA asked the Commission to reopen the hearings and, in addition, filed a request for reconsideration of the decision.

**Alco's unfilled order backlog** stood at $40 million on Sept. 30, compared with $37 million a year ago, the company reported last week. Earnings from operations for the nine months ended Sept. 30 totaled $1,197,000; the comparable figure last year was $285,000.

**Shippers and receivers of freight** must give their full support to any successful war on illegal carriage, says E. E. Allison, chairman of the Committee Against Unlawful Transportation and director of traffic, Anchor Hocking Glass Corp. Freight now being handled by illegal operators must be returned to carriers "that are trying to comply with the law of the land," asserts Mr. Allison, adding: "We can reasonably assume that the rail and authorized trucklines could absorb the cost of handling an increase of 15% in traffic with present facilities. An additional 15% in gross revenue would amount to approximately $2.5 billion, about one half of the estimated amount of business which is being drained away by the illegal operators."

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# Webb Vetoes JFK Program

A couple of weeks ago the ICC's able and amiable Commissioner Charles A. Webb made a speech to the common carrier division of the American Trucking Associations (RA, Oct. 15, p. 15). His remarks must have made sweet music to the ears of that audience. He uttered a dictum which he called "The First Law of Political Action" for surface transportation, worded as follows:

*"No major legislation is likely to be passed if it represents a total victory for one mode of transportation and a humiliating defeat for equally important segments of the industry."*

Thus he kissed off the President's program for transportation reform. This Webb doctrine is certainly interesting. Following it, there would be no such thing as right or wrong, justice or injustice. All issues could be compromised. President Kennedy and his advisers were just wasting their time when they prepared the President's April 5 message to Congress; and the bills designed to implement it.

Extending this doctrine a little more widely, to the criminal law, if changes are contemplated in the statutes dealing with burglary, the representatives of the National Association of Burglars would be called in to help write the proposed legislation. And the societies, which serve as spokesmen for the practitioners of those branches of larceny not involving breaking and entering, would also be consulted—lest the law regulating burglars be unduly favorable to them and discriminatory against other varieties of thievery.

Seriously—isn't there an over-riding national interest in the economic health of the transportation industry which transcends the vested rights of any one or two parts? Do the horde of self-seeking individuals, who now enjoy special privileges in transportation, have a proprietary interest in those privileges which must not be questioned, whatever the national interest may be?

Inland water carriers are getting the benefit of billions of dollars of tax money, paid out to build and maintain their plant. They insist that their toll-free status be perpetuated and that the heavy contributions of the taxpayers be not included in calculating their claims to the privileged regulatory label of "the low-cost carrier." Under this favored treatment their traffic more than tripled from 1947 to 1961. Just what kind of compromise does Commissioner Webb suppose these gents would listen to?

The truck operators quickly killed off President Kennedy's recommendations for more nearly compensatory use-charges by them, for the superior highway plant they are enjoying. Meantime, the federal government is in the midst of expenditures for superhighways throughout the length and breadth of the land. These highways are designed particularly to meet the needs of the trucking industry—i.e., they are built to standards of grade, curvature, lane-width and pavement thickness far beyond those required for passenger automobiles. The truckers' traffic, like that of the inland waterway operators, has tripled since 1947. Like the barge carriers, they enjoy the added advantage of being regulated only in part or not at all.

It is this privileged position—with a pipeline into the federal treasury and no regulatory policeman at their elbow (or looking the other way, if he is there)—that explains the fantastic growth of waterway and highway transportation. The same cause also explains why railroads in 1961 had almost 14% less freight traffic than they did in 1947.

Commissioner Webb's speech to the truckers spun out some fine strands of legalistic speculation as to the possible evil consequences that might ensue from less regulatory meddling in the transportation business. The spooks he conjured up in this area are contrived of the same ectoplasm that the trucking associations and the waterway operators have been using—in their futile effort to scare railroads away from their support of President Kennedy's transportation program.

There is, of course, a certain degree of plausibility to these bugaboos—especially the threat that, if (as Heaven forbid) Section 5a of the Interstate Commerce Act were weakened, the destructive demons of the Justice Department would be loosened to harry railroads to ruin.

**But how can you scare a fellow, suffering from galloping consumption, by telling him that curing his disease may leave him with a slight cough or a stiff knee? None of the dangers Commissioner Webb detects in the Kennedy program could be half as lethal to railroads as the deadly malady from which they are already suffering.**

Doctor Kennedy has prescribed all-out medication, including antibiotics. Doctor Webb has torn up the Kennedy prescription and proposes, instead, one-half of an aspirin tablet (provided the truckers and barge operators are kind enough to consent).

There are some favorably situated railroads that could retain their solvency for quite some time with no substantial change in government transportation policy. There are at least an equal number which cannot.

Should not those railroads that are really in immediate danger make known the minimum degree of medication they must have, and how soon, to enable them to survive? And spell out specifically just what course they intend to pursue if adequate remedial action is not soon provided?

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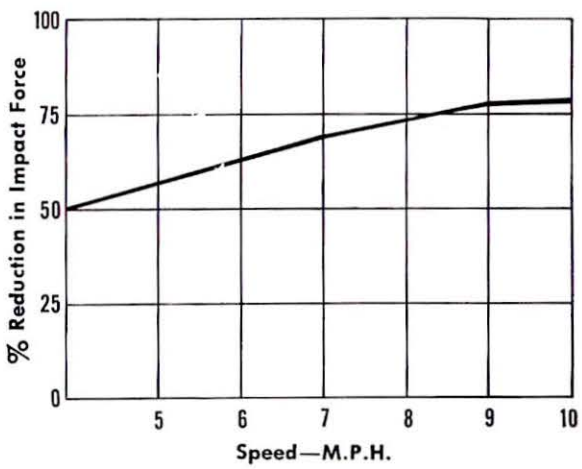


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